

PACIFIC FISHERMAN

MAY
1951

A Miller Freeman Publication
THIRTY-FIVE CENTS

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PACIFIC OCEANIC FISHERY
INVESTIGATIONS



**"WE CAUGHT FISH
THAT WE NEVER
COULD SEE!"**

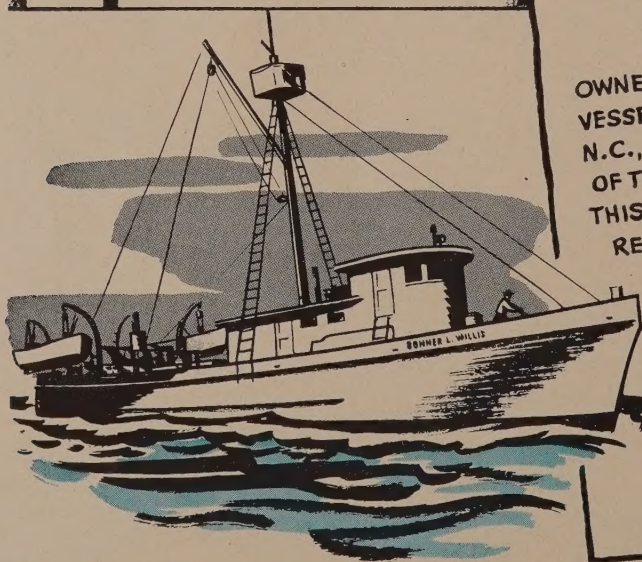
SAYS MENHADEN
FISHING CAPTAIN—



BONNER L. WILLIS

OWNER AND CAPTAIN OF THE MENHADEN FISHING VESSEL BEARING HIS NAME, OUT OF BEAUFORT, N.C., OPERATES ONE OF THE MOST SUCCESSFUL OF THESE BOATS ALONG THE EAST COAST. IN THIS FABULOUS OPERATION HE HAS COME TO RELY ON HIS BENDIX DEPTH RECORDER TO FIND THESE MIGRATING FISH.

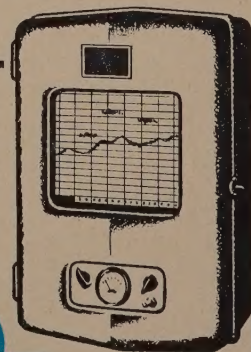
CAPTAIN WILLIS WRITES—
"I WOULD RATHER DO WITHOUT MY RADIO THAN MY BENDIX. IT IS THE MOST PROFITABLE INVESTMENT I EVER MADE. WE CAUGHT FISH THIS YEAR THAT WE NEVER COULD SEE!"



THE FAMOUS BENDIX FISH FINDER IS CONSISTENTLY EARNING MORE MONEY FOR COMMERCIAL FISHERMEN AROUND THE WORLD. YOU, TOO, WILL
CATCH MORE FISH WITH A BENDIX!

WRITE THE FACTORY TODAY
FOR COMPLETE INFORMATION—

Pacific Division
Bendix Aviation Corporation
NORTH HOLLYWOOD, CALIF.



PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49

No. 6

MAY, 1951

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STABILITY

A Halibut Editorial

The *Spencer II* of Petersburg, hauling her gear off the hard Alaskan coast, appropriately commands our cover as the 1951 halibut season opens.

This picture by David J. Buttles conveys something of the stability which marks the halibut fishery.

If there is such a thing as stability in so variable a thing as fishing, surely it is in halibut. There stability was won by facing the facts intelligently—by finding the facts scientifically—by applying them objectively.

Thirty years ago the halibut industry was on its way out. The fishery was depleted and the resources dying. Thinking men in British Columbia, Washington and Alaska, in the fleet and out of it, faced realities and led their national governments into the first international treaty for the conservation of a fishery.

Scientists found that *control of the rate of catch* was all that was necessary to permit the halibut population to rebuild itself. This was achieved without curtailment of catch merely by permitting the fish to remain on the grounds a little longer, to spawn more, to grow more.

By these means the fishery has been restored and stability attained. The catch is stable, known in advance, certain to be made in a known number of days.

Halibut stability is not limited to the population and the catch.

Halibut has market stability outstanding in America. The country over, halibut commands consumer preference in more markets than any other variety of fresh or frozen fish. More Americans in more states favor halibut than any other species.

Halibut is esteemed because people like it; and halibut is a staple because it is stable. The trade knows it can get halibut and how much. The dealers know they will have halibut, and when.

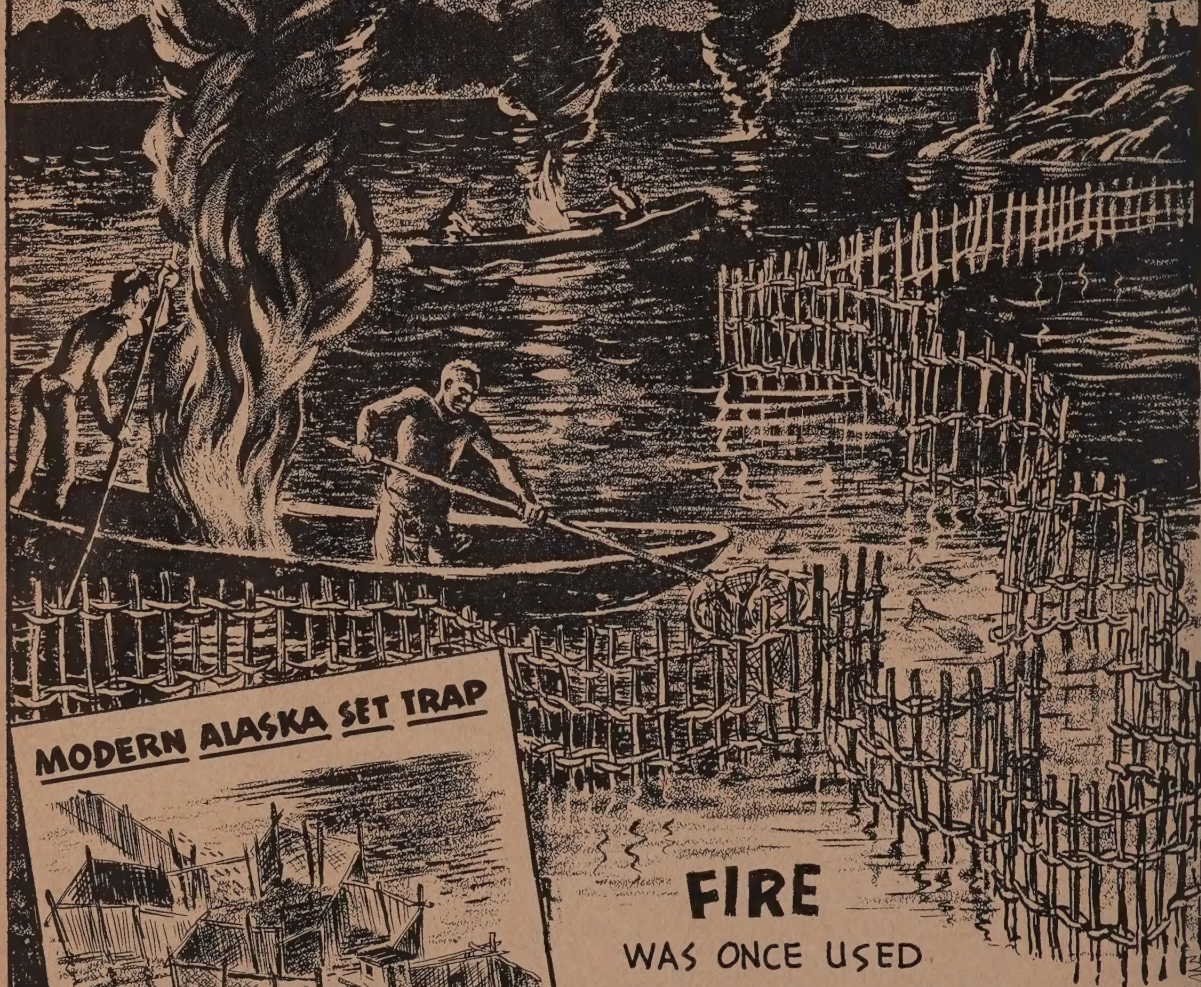
Halibut is stable in markets, stable in storage, coming out of freezer as good as when it went in.

But stability in the halibut industry is not confined to the fish and the fishery.

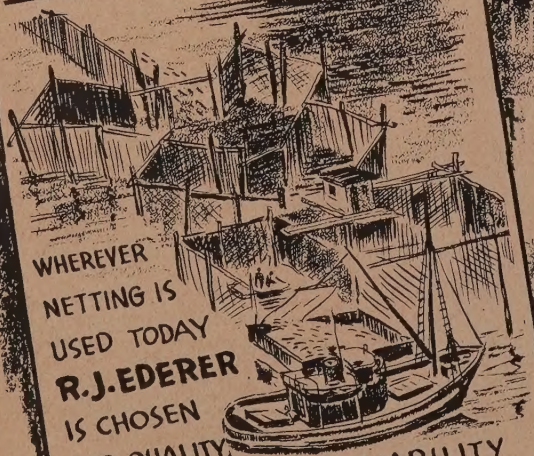
It extends to the fishermen also. They are strong men, and they need to be, for the halibut banks lie in high, stern latitudes.

It takes physical stability to fish halibut from Blunt's Reef to Sanak. It takes mental stability to perceive depletion and acknowledge it. It takes spiritual stability to grapple with disaster and reverse it.

CATCHING FISH with FIRE



MODERN ALASKA SET TRAP



WHEREVER
NETTING IS
USED TODAY
R.J. EDERER
IS CHOSEN
FOR QUALITY,
UNIFORMITY, AND RELIABILITY
...TO BRING IN MORE PROFITABLE
LOADS.

FIRE

WAS ONCE USED
BY AMERICAN INDIANS ON
THE ATLANTIC COAST
TO ATTRACT FISH INTO
WATTLE TRAPS.

THE DUGOUT CANOES
HAD HEARTHES MADE
OF CLAY.



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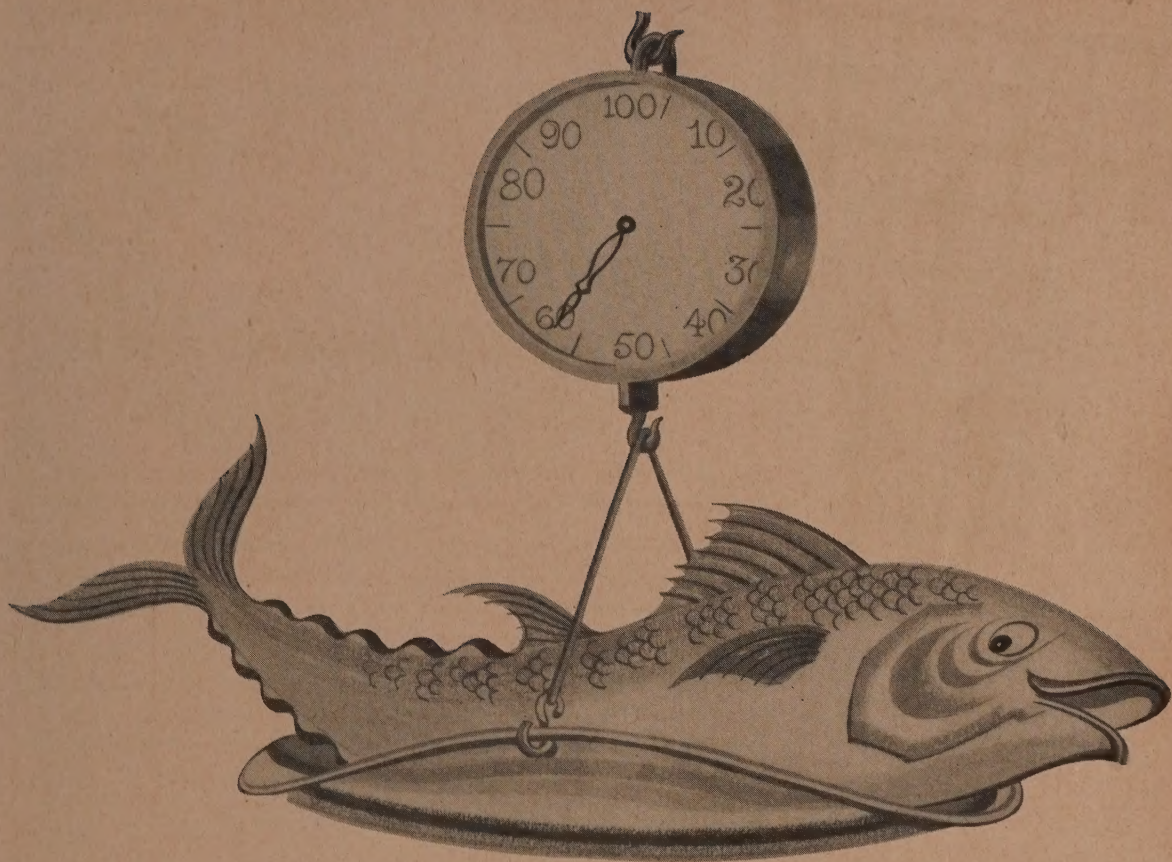
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May 1951

PACIFIC FISHERMAN



THRIFTY ON FUEL...

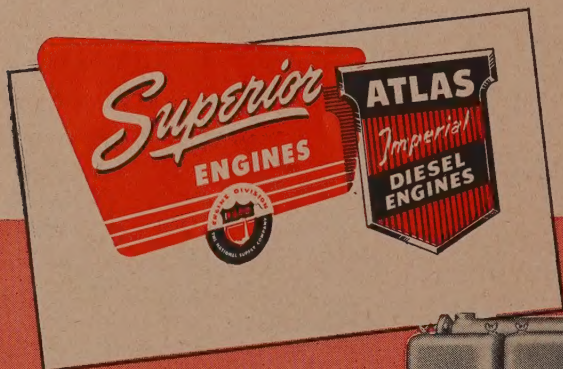
AND YOU CAN DEPEND ON IT

You'll discover that you're taking on fewer gallons of oil per call to the fuel dock when your vessel is powered by 4-cycle Superior or Atlas engines.

The reliable time-proved 4-cycle design of Superior and Atlas engines provides maximum fuel and lube-oil economies. Four-cycle design provides clean, complete scavenging, utilizes simple valve mechanism that stays adjusted with a minimum of maintenance.

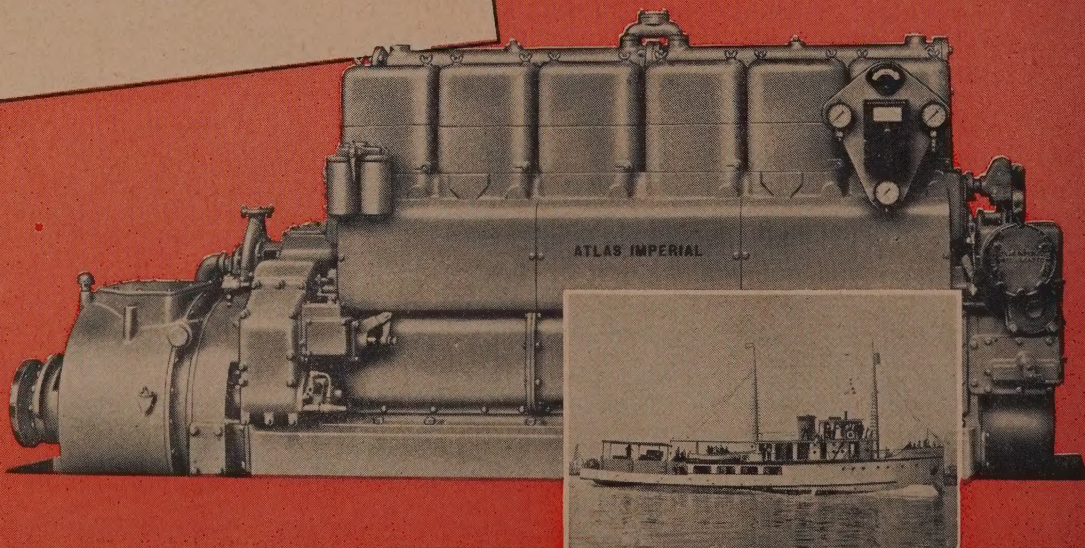
You can get the combination of reliability and economy in Superior and Atlas engines. They're rated conservatively, built extra-strong, backed by continent-wide service and a combined 100 years experience in engine-building. Available in horse-powers for all marine power needs.

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ENGINE DIVISION
SPRINGFIELD, OHIO

NATIONAL OIL FIELD MACHINERY AND EQUIPMENT...
SPANG PIPE...SUPERIOR & ATLAS ENGINES



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AND FISH . . .



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Gold Medal Netting



Experienced fishermen know that Gold Medal Netting is the finest quality netting—that it *holds* the fish it catches. And that's why successful fishermen have depended on Gold Medal for well over 100 years.

Ask your supplier—ask your friends—they'll all tell you there's no finer netting made than Gold Medal.



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GOLD MEDAL NETTING
means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.

GOLD MEDAL SEINE TWINE—For hand-knitting, hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

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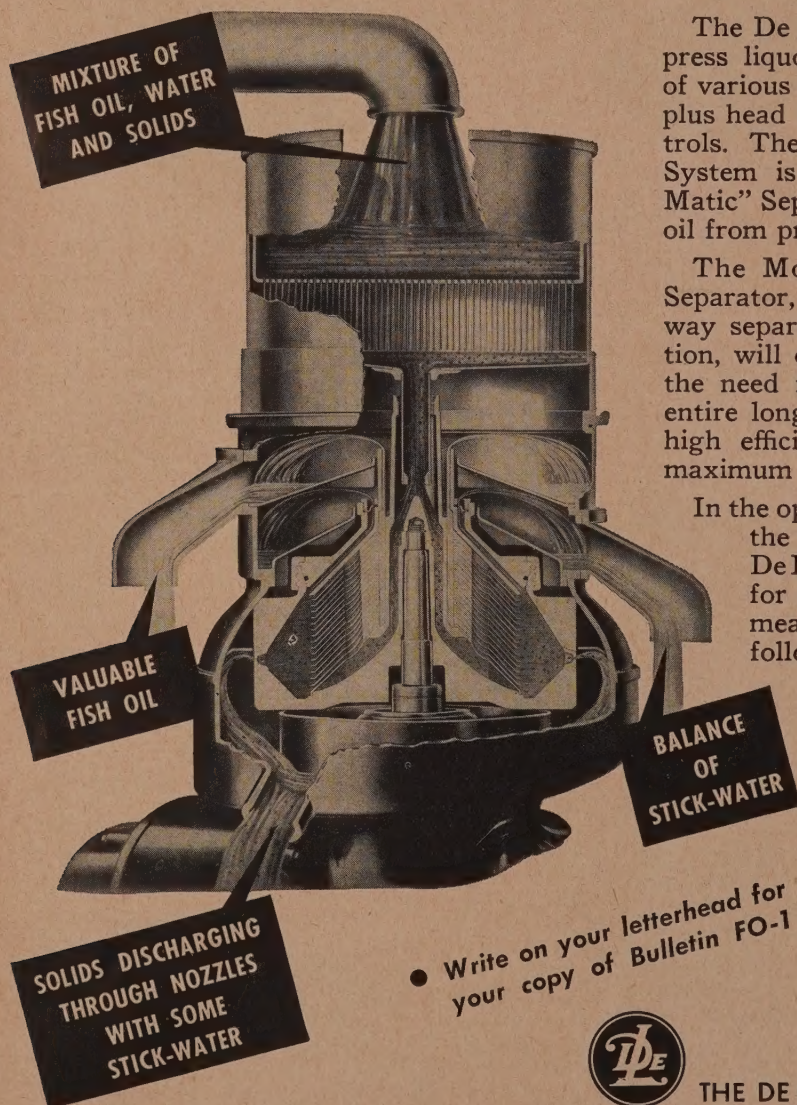
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THE "NOZZLE-MATIC" SEPARATOR IS

THE HEART OF THE DE LAVAL SYSTEM



The De Laval System for handling fish press liquor consists of the combination of various De Laval centrifugal machines, plus head tanks, heating devices and controls. The key machine in the De Laval System is the Model AC-VO "Nozzle-Matic" Separator, which separates the fish oil from press liquor.

The Model AC-VO "Nozzle-Matic" Separator, which effects continuous three-way separation as shown in the illustration, will operate days at a time without the need for bowl cleaning. During its entire long run, it separates at the same high efficiency, thus making possible a maximum recovery of oil.

In the operation of the De Laval System, the "Nozzle-Matic" is preceded by a De Laval Meal Recovery Centrifuge for obtaining the fine, high protein meal from the press liquor. It is followed by De Laval Oil Purifiers for dehydrating and purifying the recovered oil.

The six basic advantages obtained with the De Laval System include: (1) increased yield of fish meal, (2) higher protein content of fish meal, (3) increased yield of oil, (4) better quality of oil having lower FFA and lighter color, (5) finished oil of maximum stability, and (6) less floor space is required.

• Write on your letterhead for your copy of Bulletin FO-1



THE DE LAVAL SEPARATOR COMPANY
165 Broadway, New York 6 427 Randolph St., Chicago 6
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THE DELAVAL COMPANY, Limited, Peterborough, Ont.

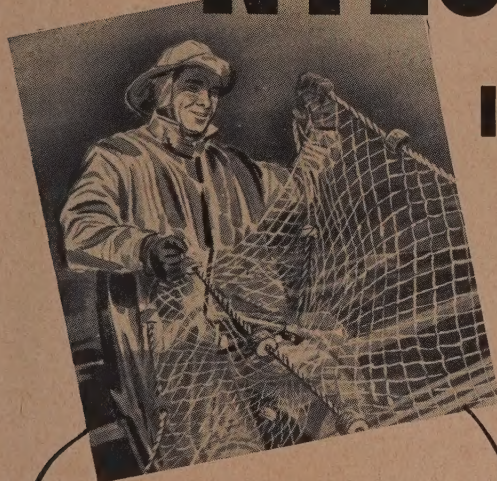
DE LAVAL

FISH OIL SEPARATORS

YOU MAY HAVE TO WAIT... BUT

NYLOCK* *Nylon Netting*

IS WORTH WAITING FOR!



**Why you should specify
NYLOCK when ordering
your NYLON netting . . .**

1. Catches are bigger—from 3 to 12 times larger.
2. No drying necessary.
3. No preservatives needed.
4. Stronger, longer lasting—unaffected by mildew, fungus oil, gasoline, etc.
5. Lighter, easier to handle.

HERE'S WHY: NyLOCK 100% Nylon Netting is the most revolutionary development in the fishing industry since net fishing was introduced centuries ago. NyLOCK's record of catches (attested to by scores of fishermen) has been almost unbelievable.

In NyLOCK Nets—and NyLOCK Nets alone—has the miracle fibre Nylon, been made to “behave” in a net. This is due to a special Heminway & Bartlett treatment (patent pending) that *locks* the threads together and prevents the knots from slipping.

WHAT ABOUT DELIVERIES? Due to the current scarcity of Nylon, nets made of NyLOCK Netting may not be available in your area. As soon as conditions permit, your order will be filled.

FOR FURTHER INFORMATION, get in touch with one of the following manufacturers who use NyLOCK Nylon exclusively for all their Nylon Fish Netting:

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Unity and Elizabeth Sts.,
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THE FISH NET & TWINE CO.
310-312 Bergen Ave.,
Jersey City, N. J.

MOODUS NET & TWINE INC.
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A. M. STARR NET CO.
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SOLE DISTRIBUTORS:
BROWNELL & COMPANY, Inc.
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The **HEMINWAY & BARTLETT Mfg. Co.**
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DEAL YOURSELF 5 WINNERS—

and get your share of the ½-billion-dollar fish market



- 1. A more efficient plant!** Canco specialists know and understand your plant problems—and they have the answers. Call on them for expert planning and layout advice.



- 2. A more appealing product!** Take advantage of Canco's Testing Kitchen. Canco Home Economists may be able to suggest new recipes and ways in which to use your product, that will appeal to the consumer.



- 3. Answers to processing problems!** Let Canco advise you on the type of cans, linings, and closures that are best for your needs. Canco experts will help you master processing technicalities.

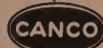


- 4. An outstanding package!** National best-selling fish products go to market in light, strong, attractive Canco containers. Ask our packaging experts about your product.

- 5. Which can?** Whatever your need, wherever your need, Canco has the *right* package.



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CAN
CO.**



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CANADA



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Skipper and strong supporter of the services and products he gets from Ralph Zobrist, Manager of Fisherman's Marine Company at San Diego.



RALPH ZOBRIST...

General Petroleum marine distributor at San Diego, who supplies fuels, lubricants and expert maintenance advice for the American Boy.

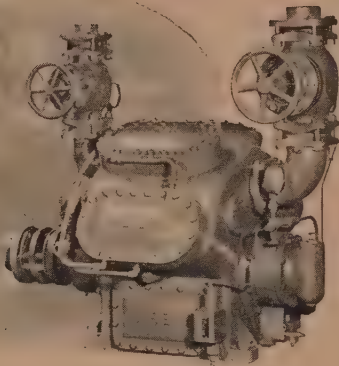


AMERICAN BOY...Consistently successful Tuna Clipper with three 45 day loads this year. Its trips often span half the earth and take 80 to 120 days. Since 1946 it has had no breakdowns or serious mechanical troubles. A good record for a Tuna Clipper—a good part of the reason... Gargoyle Marine Lubricants.

**General
Petroleum
Corporation**

— converting nature's gift to better living

Sometimes Refrigeration Compressors
LAST TOO LONG!



A Modern Vilter Unit Will Give You Greater Efficiency—More Compact Design—Automatic Capacity Control—Easier Servicing

There's many a fifty-year-old Vilter compressor still plugging away without a sign of giving up. Naturally, we're proud to be able to design and build compressors that stand up that way, and we're pleased that owners take care of their Vilter equipment so carefully. But perhaps we shouldn't have built those machines so well.

Many an owner of a long-since depreciated compressor would be far better off with a new unit. A look at the new units shows how much the design has changed. A new compressor will cost less to operate and maintain. It will be easier to service. It will produce far more capacity for floor space occupied. It's a better-designed unit, built to closer tolerances, of alloys undreamt of fifty years ago.

We at Vilter expect to go right on building refrigeration equipment that will run longer with less maintenance. But we expect to continue our research, to continue introducing improvements that bring better, more economical refrigeration. If your plant has outgrown its refrigeration equipment, call your Vilter representative right now.

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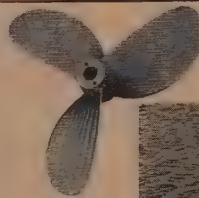
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Ample, instant auxiliary power to operate bilge pump, anchor windlass... generator... searchlight and numerous other electrical appliances. Will outwear the life of your motor without attention. Weighs approximately 25 lbs. Chain or lever operated; direct or remote control; fits any marine motor.

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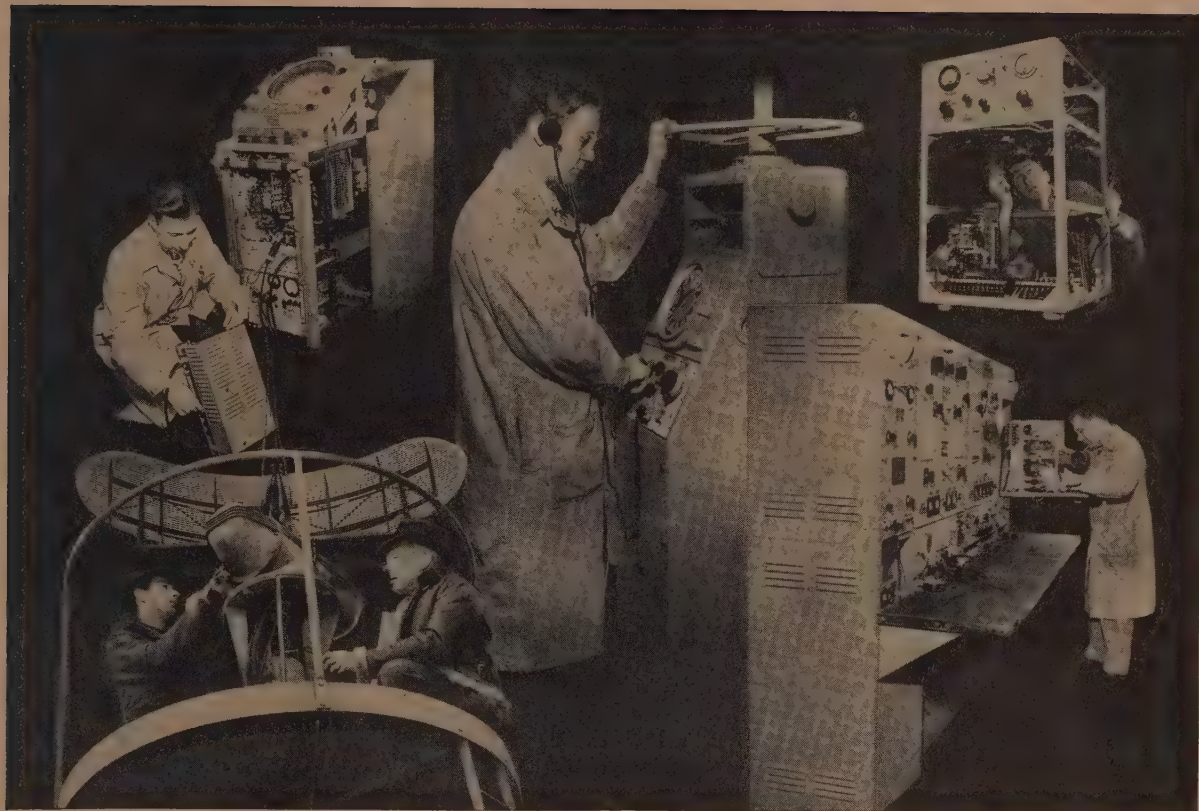
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Over 100 Radiomarine service technicians—in 29 fully-equipped Radiomarine Service Stations on the Atlantic, Pacific and Gulf Coasts, on the Great Lakes and the Ohio and Mississippi Rivers—are ready to service the electronic equipment aboard your ships. Overseas, Radiomarine service facilities are available at the principal foreign ports through affiliated foreign radio companies and distributors and dealers of the RCA International Division.

As part of its well-rounded service in the marine field, Radiomarine's 13 coastal sta-

tions provide unsurpassed ship-to-shore and shore-to-ship communication for contact with vessels in all parts of the world.

Radar and its companion navigational and communications equipment used aboard merchant ships are electronic devices. Like all precision instruments, this electronic equipment needs regular checking, adjusting and maintenance. Only electronic experts are trained to spot electronic troubles accurately and to correct them.

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A SERVICE OF RADIO CORPORATION OF AMERICA

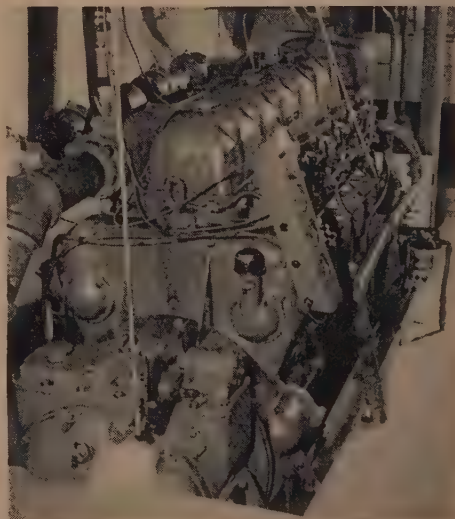


Why this two-boat fleet joined the "49'ers"

Here is why the *Ellen J.* and *Dauntless* out of Norwalk have been repowered with great new Fairbanks-Morse Model 49 Diesels. In their owners' words, Model 49's were the choice because of . . .

"Elimination of vibration, increase in safety conditions, economy of operation and dependability under demanding conditions."

These are good reasons for you to consider Model 49's for marine power in the 20 to 150 hp. class. For the complete story on Model 49 advantages, see your Fairbanks-Morse representative or write Fairbanks, Morse & Co., Chicago 5, Illinois



120 hp. Model 49 Diesel as installed in *Ellen J.* and *Dauntless*. Noted as the easiest-to-maintain marine diesel, Model 49 can be completely overhauled in a few hours. Cylinder head, liner, piston and rod assemblies removable without dropping oil pan. Complete marine accessories available.



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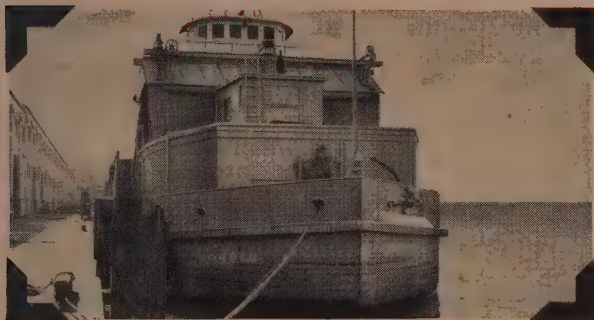
a name worth remembering

DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS •
SCALES • HOME WATER SERVICE EQUIPMENT • RAIL CARS • FARM MACHINERY

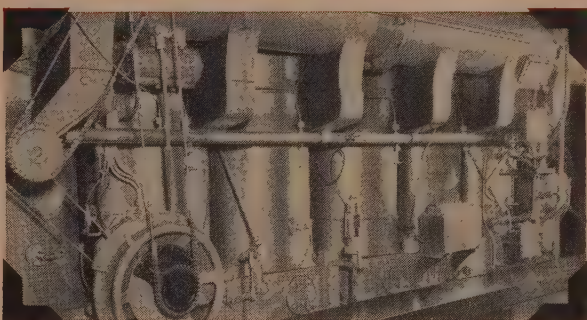
STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM DeLo Oils
UNIT	275 H.P. Union diesels - 6 cyl-11"x15" M. V. Komoku
LUBRICATOR	Dry sump
CONDITIONS	Intermittent operation Capacity loads against strong tides
PERIOD	12 years
FIRM	Bay & River Navigation Co., San Francisco

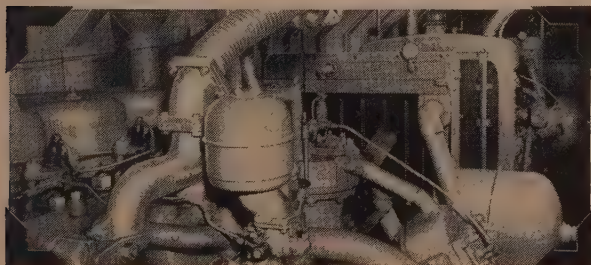
No stuck rings or bearing failures in 12 years!



HAULING 900-TON-AVERAGE LOADS, the M. V. Komoku's two 275 H.P. diesel propulsion engines have been lubricated with RPM DELO Oils since the vessel was built in 1938. "In all that time," says Chief Engineer R. B. Gibson, "we haven't had ring or bearing



trouble. About 5 years ago we pulled the pistons, but there was so little wear we only installed standard rings. We grind exhaust valves yearly, intakes every two years." RPM DELO Heavy-Duty Lubricating Oil keeps these engines clean and lubricated.



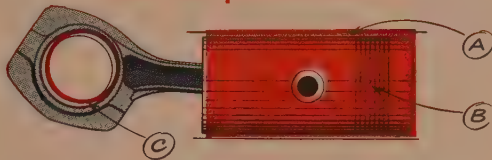
FIVE CATERPILLAR AND BUDA DIESELS are also on the M. V. Komoku to operate air compressors, generators, etc. . . . are lubricated with RPM DELO Heavy-Duty Oil. In varying periods, RPM DELO Oils have prevented ring, cylinder or bearing trouble in any of them.

REMARKS The M. V. Komoku transports sugar from upper San Francisco Bay to various terminals. Strong tide flow, common in the Bay, often makes heavy going for her engines.

RPM DELO Oils are designed to meet every heavy-duty engine need. Besides RPM DELO Heavy-Duty Oil in the Komoku, the other high-performance grades are RPM DELO Special, RPM DELO Supercharged-1, RPM DELO Supercharged-2 Lubricating Oil.



How RPM DELO OILS keep engines clean and prevent wear



- Contain special additives that provide metal-adhesion qualities . . . keep oil on parts whether they are hot or cold, running or idle.
- Anti-oxident resists deterioration of oil and formation of lacquer . . . prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.
- Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give expert help; or write Standard of California, 225 Bush St., San Francisco 20.

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STANDARD OIL COMPANY OF CALIFORNIA

Build Your Frozen Fish Sales

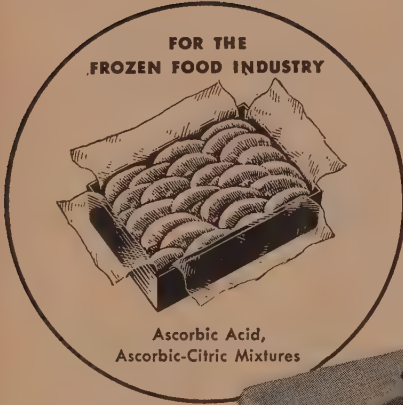
with Pfizer

Ascorbic Acid

The growing trend toward small, consumer-size fish packages provides a huge national market for you. But to crack this lucrative market, your package must be above the average in appeal to the eye and to the taste.

Pfizer ascorbic acid will help you build your sales in these two ways:

1. *By preserving the appetizing deep water color of fresh fish.* Pfizer ascorbic acid prevents bleaching of color and brownish "rusting" of the fatty portions of the fish.
2. *By retaining the true flavor of the fish.* Pfizer ascorbic acid prevents rancid, unpleasant taste by combatting attack from atmosphere (oxidation), and deterioration.



For the Dairy Industry
Vitamin A, Sodium Citrate
and Ascorbic Acid



For the Milling Industry
Bi-Cap® Enrichment Concentrates



For the Baking Industry
Enrichment Wafers,
Gluconic and Fumaric Acids



For the Feed Industry
Bi-Con Feed Supplements

Easy-to-use Pfizer ascorbic acid can be worked into your present processing procedure with only small additional cost. And by mixing it with inexpensive citric acid, an even lower concentration of ascorbic acid can be used.

If you would like further information, sample or prices just drop us a line today, without any obligation.



PFIZER

ASCORBIC ACID

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MURPHY power plus good fishing means...



The Snow Drift is a 64' salmon seiner powered by a 190 H.P. Murphy Diesel. She is owned by Joe Cerezin, Vancouver, B. C.

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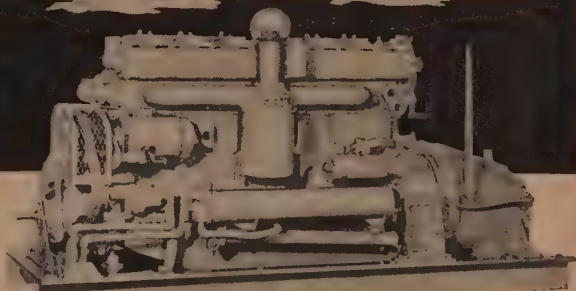
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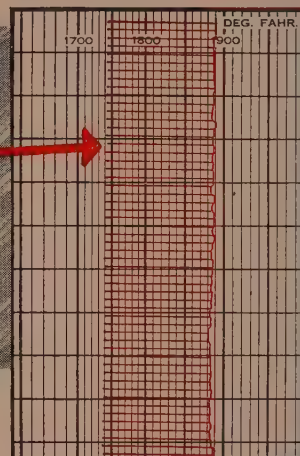
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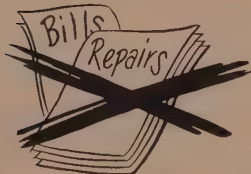
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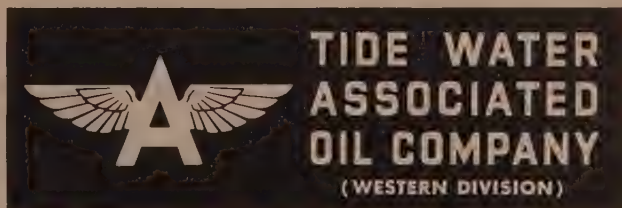


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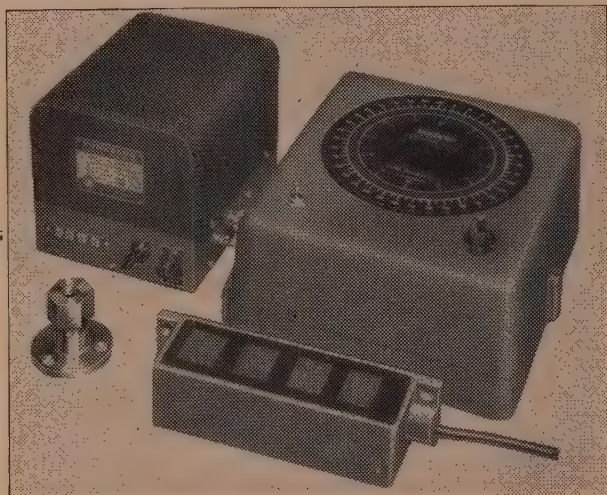
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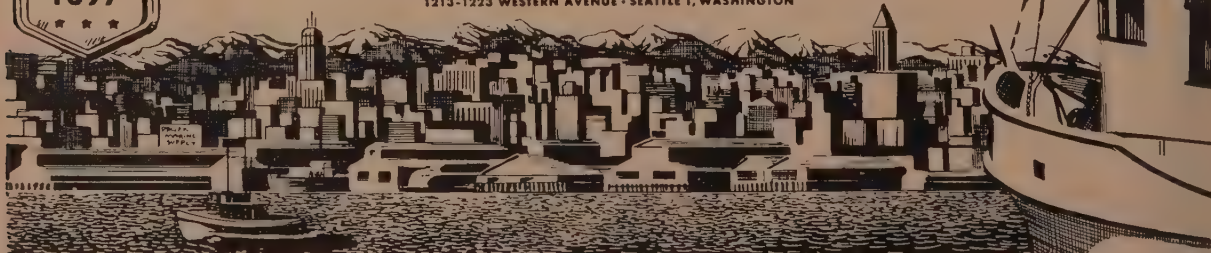
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TUNA STRIKE SETTLED

184 Clippers Ready to Resume Fishing

Amid scenes of intense activity never witnessed before in modern tuna fishing, clipper sailings were resumed in Southern California April 5 after the 75-day engineers and crews' strike was settled. Within a week after the strike ended more than 100 hook-and-liners were en-route to banks from Mexico to the Galapagos Islands, Ecuador.

The costly interruption in tuna fishing, which gained the A.F.L. Cannery Workers and Fishermen's union only an increase of 1.13% of the catch, after expenses, and Machinist Lodge, 389-E, A.F.L. little else but a share in that increase, resulted in a new contract for one year only being signed with the vessel-owning organizations of American Tunaboat Association and Lower California Fisheries Association.

Only two clippers, *Zarco* and *Louise H* remained at sea when the strike ended, and there were 184 clippers ready to sail out of a total of 226. The rest were in shipyards undergoing repairs. First out of the harbor was the *Sea Giant* for California Tuna Canning Company; followed by the *Excalibur* and the *Carol Virginia*. Longest stays in port had been the *Leona C*, *Anna M* and *Ronnie S*, nearly six months.

Pack to Date Above 1950's

The vessels of the fleet ready to sail represented around 35,000 tons of tuna and, with others that would soon be ready, brought up the potential by the end of June—with some re-sailings by smaller clippers—to 45,000 tons, or approximately 1,800,000 cases.

The first three months of 1951 had

seen 1,464,931 cases packed for all Southern California, from a raw tonnage of 36,686 tons. Last year for the same period 25,656 tons had been delivered; 1,130,000 packed. Thus, in spite of the strike the industry was 335,000 cases ahead.

During March, San Diego received 4,167 cases; packed 157,765 cases; flumed 5,124 tons; canned 222,021 cases. Short packs however will be the order for April and May.

Nine tuna seiners reported at canneries in the northern area in March,

Washington Probabilities

Mezzanine talks at the N. F. I. convention in April developed a number of probabilities, things-which-can-be-expected in Washington.

Price Controls—

O. P. S. is preparing to exempt from price controls all fresh and frozen fish and shellfish. At the same time, orders applying dollars-and-cents ceilings at all levels will be prepared and held in reserve, so they can be slapped on in a minimum of time, *if prices develop inflationary trends.*

Salmon Controls—

These are *certain*, and the order was ready at time of convention. Only question was which agency was to be responsible, Wage Stabilization or Price Stabilization. The former doesn't want the job, but pressure from labor is hard to resist. Best bet seemed to be that W.S.B. would duck it. Cannery salmon prices will be tied to labor. The salmon order will set the pattern for other canned fish controls, when and if applied.

State Department—

Dr. W. M. Chapman is known to have asked to be relieved as special assistant for fisheries to the Undersecretary of State, William C. Herrington, biologist and fishery administrator, who was chief of the fish section in SCAP headquarters, Tokyo, for three years, is expected to succeed.

O.P.S. Personnel—

There'll be changes here. Alger Pike, chief of the Fish Section, and Joel LaMere, consultant, have both given indication that they wish to be relieved.

W. C. Eardley, Seattle, who is in the O.P.S. fish section as consultant, will remain for a time—seems the best bet for section chief. A lifetime of experience in marketing canned, fresh, frozen and cured fish fits him admirably for the duties.

delivering fair loads of Yellowfin and Skipjack. Netting operations had not been too successful however, due to inclement weather. The Fishermen's Cooperative Association, San Pedro reported 70 seiner clearances during March. A few net vessels were in Costa Rican waters.

Top seiner delivery was from the *Anthony M.* 255 tons; *Defiance* was next with 175 tons, both from tropical banks. Several seiners had completed two trips.

Raw imports were on the increase.

During March 603,152 lbs. Albacore and 3,040 lbs. Yellowfin, from Japan; 1,400,683 lbs. Yellowfin; 62,741 lbs. Skipjack from Peru. Of the latter country, a large part of the tonnage was brought up by the mothership, *Spicewood*.

An outstanding clipper delivery was from the maiden trip of the converted *Sea Lark*, Capt. Frank M. Medina, who flumed 583 tons at Westgate-Sun Harbor Company, greatest single delivery in history.

The clipper fleet put to sea at a cost of around \$750,000 for fuel, lube

oil, etc., and for groceries, stores. Broken down this represented \$350,-000 for diesel fuel; \$80,000, lube oil; \$1,000 for greases and \$1,200 for gasoline for tuna tenders. The balance was for groceries and stores but did not include the heavy Mexican and Ecuador fishing permits.

In addition probably close to \$1,-000,000 had been paid to shipyards for repairs, overhaul, new equipment, etc., during the extended strike. All clippers sailed without any rotation or restrictions as were in force prior to the strike.

Waiting for The Word

The marching hours were bringing the fish runs of 'Fifty-One close to the coast at presstime while the Industry—fishermen and cannery, vessel owners and plant operators, workers and distributors—watched Washington and waited for The Word.

From Washington must come The Word which would tell what could be paid for labor and for fish; what could be charged for products and for services; what could be spent, and even who could spend it.

The Word was needed to sketch out for Industry the rules under which it must live, the controls under which it must produce, the limits under which it might profit.

Grinding sounds gave evidence of gradual progress, but as May neared there was no certainty that even the edicts of the Office of Price Stabilization, the Wage Stabilization Board, and the Defense Fisheries Administration would send the boats away.

Controls to be Effective Must be Accepted

To be effective in controlling operations, controls must be accepted, and the sensitive ear hears mutterings among fishermen—and even some operators—which might presage refusal to conform to ceilings and controls which they consider out of line.

For example, a good many contracts had already been negotiated and agreed upon in the Alaska salmon industry before the Johnston "1950 plus 10%" formula was announced. These contracts generally called for a better deal than Johnston dealt. The unions will not readily accept less than what they have in hand.

Fishermen's Petition Delays Price Action

Regulation of the price of fish presents a different problem, although it may be tied-into the cannery labor wage scale so far as Alaska is concerned.

This principle was challenged by fishermen's organizations, who finally requested the Wage Stabilization Board to assume jurisdiction, rather

than to permit the Office of Price Stabilization to regulate cannery fish prices along with cannery labor wages.

This occasioned some delay in drawing up the salmon price regulation for canneries. At presstime The Word had not been uttered, but Washington observers inclined to the belief that W.S.B. would not interfere, and that O.P.S. would write the ticket.

Ability-to-Pay Still May Set the Prices

Regulations covering fresh and frozen fish were also taking shape in Washington, with separate orders for the East and West coasts.

Accelerated action was expected, and was necessary, if the pattern was to be cut before the first halibut arrived.

The fishermen were looking at last year's average prices and adding 10%, but the dealers pointed out that fresh Atlantic halibut was selling for less than such a price in Boston, and that the trade was losing heavily on 1950 frozen halibut cleaning-up in Seattle at 29¢ per lb. for prime mediums. They emphasized that while O.P.S. might set a ceiling, ability-to-pay might fail to meet it by many cents.

Only real delay noted at presstime in getting Alaska salmon operations started was the stalemate which developed in wage negotiations with the Alaska Peninsula tendermen. Their original demands just about doubled last year's scale, and were so far out of line with packers' ideas and the Johnston Formula that no deal could be made without substantial concession somewhere.

First Word Arrives

Reports from Washington on April 18th announced that Secretary of the Interior Oscar L. Chapman had made the decision not to put into effect now the proposed consolidation plan for the Alaska salmon industry.

The plan generally proposed that some of the Alaska salmon-packing plants be closed and that other plants be used to the fullest capacity in order to save on manpower, critical materials and shipping space. It effected operations on Bristol Bay, Cook Inlet and the Alaska Peninsula.

The Interior Department said that some of the recommendations of Maurice Rattray, deputy administrator of the DFA, were against putting the program into effect this year. Rattray is quoted as saying that because most of the supplies for the 1951 season had already been procured the savings in manpower and materials would not be sufficient to justify the program as outlined.

Percentage Mark-Up Order "Caused No Pain"

Ceiling Price Regulations 14 to 16, providing percentage markups for food wholesalers and retailers, is believed to have cleared away much of the uncertainty which stalled canned fish buying during the early spring weeks.

Actually, the trade accepted the program quite favorably. One Seattle broker who made a quick check of opinion reported: "The regulations have caused no pain as far as canned fish items are concerned."

Frozen fish and shellfish were not included in the percentage markup regulations. This was a fact over-

looked by many of the early analysts.

The regulation applies to all hermetically sealed canned fish; to such items as fish cakes and chowder; and to cured fish—but not to frozen fish or shellfish.

Freezer Fleet Forges Ahead with Program

Freezership projects for Alaskan operations apparently are all being carried forward, undeterred by the consolidation program announced by D. F. A. There have been some broad hints that any D. F. A. order seriously restrictive of these freezership

programs would be challenged, in court, or perhaps in Bering Sea.

At least four freezerships—*Deep Sea*, *Chirikof*, *Reefer King* and *Nordic Maid* were "on the step" and about ready to take off for Bering Sea as this was written. Their first objective would be King crab, with salmon freezing only as a later possibility.

There was more than a little reason to believe that some of the Bristol Bay freezer fleet might make a try at tuna before the end of the summer, with reports current that one at least would make a quick turn upon arrival from Bristol Bay and by mid-August would be active in Albacore at Morro Bay, Calif.

Japan Over-fishing Resources Alarmingly, Dr. Elsey Reports

Some alarm at the way in which Japan is over-fishing the territorial waters available to its fishermen was expressed by Dr. C. R. Elsey, director of B.C. Packers, Ltd., Vancouver, B.C., who returned recently from the Orient, where as president of the Pacific Oyster Growers Association, he supervised the shipment of this season's consignment of seed oysters to the Pacific coast.

The problem of Japan is a biological one and cannot be solved through economic measures, in the opinion of Dr. Elsey. "There is no doubt that the Japanese, with population increasing at more than a million a year, are scraping the bottom of the barrel so far as fishing is concerned, and the situation is one that cannot easily be dealt with on a satisfactory basis."

Dr. Elsey reported that Japan was showing evidence of prosperity, largely as a result of the artificial stimulus of Korean defense and emergency aid from the U. S. and there was no sign of distress, but fundamental conditions were far from favorable.

Oyster seed shipments to this coast totalled 50,000 cwt., distributed among five ship deckloads averaging 10,000 cases each. The final shipment was to arrive at Anacortes, Wash., April 15, with oyster seed for northern Puget Sound and British Columbia, the latter's share being about one-tenth of the total shipment from

Japan. The aggregate shipments are somewhat larger than last year.

About 3000 cases of the B.C. shipment goes to B. C. Packers, Ltd., for the Boundary Bay and Comox areas, this representing the company's customary annual replacement. Crescent Oyster Co. will receive 1000 cases, or somewhat more than in the past two seasons.

General quality of this year's

seed, according to Dr. Elsey, is somewhat inferior to other seasons because heavy rains during the spatting period interfered with operations. There was less material to draw from, and the seed oysters are larger than usual, with the count and size not up to the average standards.

Dr. R. Van Cleve of the School of Fisheries, University of Washington, arrived in Japan about the time Dr. Elsey left and he will remain there several months, supplementing the research carried on there several years ago by Dr. Neal Carter, of the Fisheries Experimental Station, Vancouver.

Cannery Fish Tax Upped 50%

Fifty percent increase in the tax on raw salmon purchased for canning purposes was voted by the Alaska legislature, which ended its 1951 session late in March.

This was the principal direct action taken by the legislature affecting the fisheries. The new tax is half of 6 percent of the value of the salmon purchased, replacing the old rate of half of 4 percent.

Another tax jump affecting an element of the fishing industry was the 4% of value of fish purchased levied on salmon bought by floating freezers. The tax rate on salmon bought for freezing in shore plants remains at 1%. The increased tax obviously was levied primarily to levy on floating freezers buying salmon for freezing and later canning outside

the Territory. It is a foregone conclusion that the legality of this tax discrimination between floating and shore freezers will be tested in court.

Appropriation for the Alaska Department of Fisheries was advanced by \$159,000 over last biennium to \$409,000, with \$50,000 earmarked for control of marine predators, including seals and sealions.

Property tax on boats was decreased from \$4 to \$2 per net ton; and a sick fishermen's benefit law was passed for fishermen on vessels under five tons.

Child labor restrictions were relaxed by reducing from 18 to 16 years the age at which minors may work during school vacations at non-hazardous employment.

Sockeye Facts Which May Bear Upon The FRASER RUN of '51

Sound scientists are not prone to make predictions regarding salmon runs. They know how little is known of the variables which can upset predictions.

There are, however, certain data which fishermen believe provide clues from which conservative observers can draw impressions as to what may be expected from a future run.

With the idea of making such data generally available to the salmon industry of Puget Sound and British Columbia, this journal drew up a number of questions and submitted them to Lloyd A. Royal, director of investigations, International Pacific Salmon Fisheries Commission. The interview took place in his office March 15, 1951, and Mr. Royal's answers to the questions represent the best information available at that date.

The questions asked, and his answers, follow. They are published in the hope that they may provide data which will prove of value to the industry in shaping its preparations for the 1951 season.

Character of the 1951 Sockeye Run

Question—What races are dominant in this year's cyclic run?

Answer—The term "dominance" has been generally used in relation to Fraser River Sockeye to indicate the sustained numerical superiority of a certain annual cycle of a given race. When the term dominance is used in this sense, the answer is that none of the major races have ever demonstrated a known dominance on this particular cycle. This is indicated by the poor catches recorded in 1947, and all of the previous cycles, dating back to 1903. The largest cyclic pack for the period 1903-47 is the 186,000 cases recorded in 1911. The minimum pack of 35,930 cases was recorded in 1947 when the fishery was greatly restricted by Commission regulations in order to increase the escapement.

If the term dominance is used to refer to the major contributors to the 1951 run on the basis of the 1947 escapement, these major contributors will be as follows:

Adams River	Chilko River
Birkenhead River	Stellako River

(EDITOR'S NOTE—The term "dominance" was used in the second sense, referring to the major contributions to the 1951 runs by stream systems of origin.)

Question—At what times do the peaks of the more important racial runs normally enter the fishery?

Answer—The approximate times that the peaks of the above races enter the U.S. fishery are:

Adams River	Aug. 18—Aug. 27
Chilko River	July 28—Aug. 5
Birkenhead River	Aug. 8—Aug. 18
Stellako River	Aug. 8—Aug. 16

The time of entrance of all the runs, with the exception of the one to Adams River, is approximately the same for the Fraser River fishery as for the U.S. fishery. In the case of the Adams River run, it lies dormant off the Fraser River for over two weeks, usually starting its upstream migration between September 12-16. It is not yet possible to establish exactly a period that the peak of each race passes through any section of the fishery, with the possible exception of the Adams River run. Studies are being conducted at present to determine more precisely the availability of the major races to the fishery in relation to time. Until this study is completed the time of passage of the various peak runs by racial origin can only be roughly approximated.

Character of the 1947 Spawning

Question—What numbers of spawners of each of the principal races reached the spawning grounds in 1947? In 1943?

Answer—The following tables gives the escapement of the principal races in 1943 and 1947:

Race	1943	1947
Birkenhead	50,600	120,000*
Adams River, Little River and Little Shuswap Lake	10,000	200,000
Chilko River and Lake	14,000	55,000
Stellako River	9,142	55,000

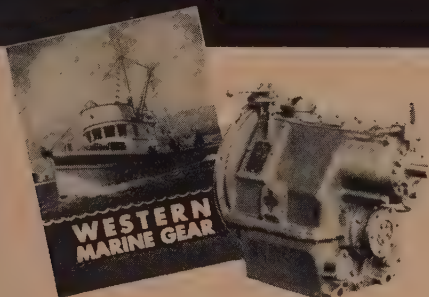
Question—Did the spawning escapements of 1947 encounter serious delay in reaching the spawning grounds?

Answer—No delays were observed at any time during the upstream passage of any escapement to any spawn-

*36,000 of these fish were jacks.

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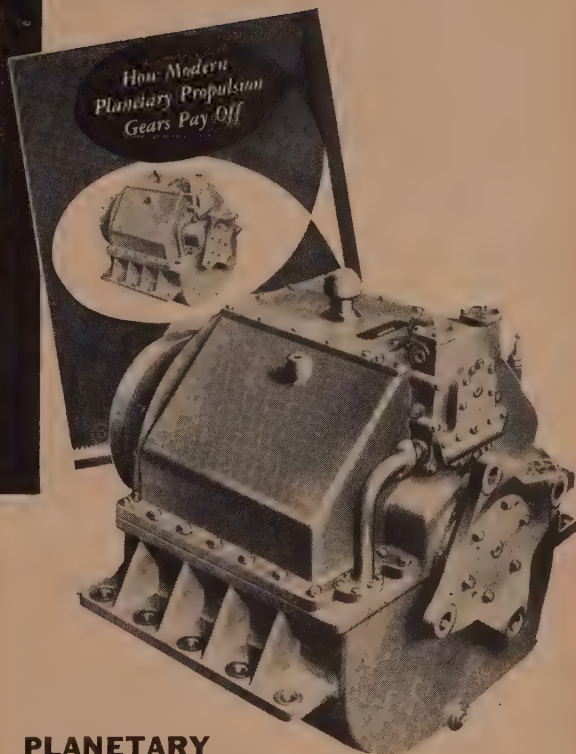
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ing ground in 1947. The fishways at Hell's Gate and Bridge River Rapids passed all the runs without difficulty. Even the Adams River run found water levels at Hell's Gate of sufficient height to permit operation of the fishways during its migration past this point. Since the water level during the Adams River run is sufficiently low to permit passage without using the fishways, two means of passage were thus provided, the fishways and the channel itself.

Question—Did they arrive in good condition?

*Answer—*There is nothing to indicate in the records of the Commission that the principal races spawning in 1947 did not arrive on the spawning beds in good condition.

Question—Were the physical conditions which they encountered on the spawning grounds favorable?

*Answer—*Flow and temperature conditions during the spawning season were generally normal throughout the Fraser system. Unfortunately there were no environmental records for the Adams River run in 1947, but it was noted that the other principal races spawned when the water temperature ranged from about 55°F. to 45°F., considered to be the normal temperature for the spawning of Sockeye throughout the Fraser River system.

Question—Specifically, what about the height of water? Availability of spawning beds? Temperature of water?

*Answer—*Water flow, availability of spawning beds and other environmental conditions appeared to be normal throughout the Fraser River watershed. Chilko River had below normal flow during the peak of spawning but this flow increased almost to normal during period of incubation, a condition considered favorable to the survival of the deposited spawn. There is no indication that any spawning area was over-crowded or that there was any abnormal exposure of spawning beds by low water throughout the winter months.

Factors Affecting Freshwater Survival

Question—Were observed conditions during the freshwater period favorable or unfavorable? What prevailing winter weather condition was noted?

*Answer—*Winter temperature conditions for 1947-48 during the period of incubation appeared to be generally normal throughout the Fraser River system. A heavy deposit of snow in the late winter and spring of 1948 did create a near-record run-off and flood in the Fraser River system, particularly in the Thompson River watershed, the home of the Adams River run. With the exception of the Chilko race, all of the emerging fry are normally swept downstream to a lake where they spend the first year of life. A large run-off should not, therefore, have created any adverse mortality. The peak flood at Chilko, where the fry must move upstream into the lake, occurred after termination of the fry migration. Unfortunately, no observations of the fry movement were made at Chilko in 1948, therefore lacking direct observation it is difficult to believe that there was any loss of fry from being swept downstream by high water in the Spring of 1948.

Question—Were conditions affecting downstream migration favorable or unfavorable? Were there floods at the time of migration of the brood from the 1947 spawning? Was there low water?

*Answer—*Since the downstream migration of fingerlings occurred in the Spring of 1949 and the general run-off throughout the area approached normally, there is no reason to believe, on the basis of the little available knowledge, that conditions affecting downstream migration were unfavorable. The normal peak flow of the Fraser River at Hope is 250,000 c.f.s. The peak flow in 1949 reached 319,000 c.f.s. The peak flow in 1948, the year of the flood and the year the fry were moving from the spawning grounds to their lake existence, was 514,000 c.f.s.

Question—Do the commission's data indicate whether the downstream migrants of the 1947 spawning were larger or smaller than normal?

*Answer—*No information is available on the comparative number or size of the downstream migrants resulting from the 1947 spawning.

Evidence Bearing on Ocean Survival

Question—Were the three-year-old jacks in 1950 normal in size?

*Answer—*A comparison between the size of the "jack" Sockeye in 1950 and those originating from the previous normal cyclic years indicates that they were above normal in size.

Question—How did the number of "jacks" in 1950 compare with those in 1947? In 1946 (preceding the 1947 run)?

Answer—

	Number of Jacks		
	1946	1949	1950
Adams River	Few	18,217	37,009
Birkenhead River	5,676	3,553	8,128
Chilko River	352	59	8,677*
Stellako River	0	105	87

General Considerations Relative To Possible Shifts in Dominance

Question—Is there any data which might indicate a shift in dominance, such as that which occurred in the Adams River run of the 1917 cycle, which failed in 1921, only to emerge dominant in 1922, and then establish a new "big year" cycle, 1926-30-34?

*Answer—*Little is known regarding the cause of cyclic dominance in the productivity of Fraser River Sockeye. A shift in dominance did occur at Adams River in 1922 and now it may be occurring at Chilko. A shift in dominance may also be occurring at Stellako with the original 1913 cyclic year (1949) perhaps gaining superiority over the 1914 cycle (1950). The latter population increased substantially between 1942 and 1946 only to seriously decline in its rate of reproduction in 1946 in favor of a high rate of reproduction in the 1945 cycle.

It appears that once a dominant racial cycle is destroyed, or its rate of reproduction seriously reduced by any factor or factors, the other cycles tend to become dominant cycles perhaps with a resulting com-

petition between all four cycles until one emerges the victor. The 1941 dominant cycle to Chilko was apparently injured seriously by the Hell's Gate block of that year. The 1940 cycle by 1948 has now emerged as the dominant run. Although no sub-dominant run occurred the year before (1947) there is now a possibility that a sub-dominant run may appear. Historically the dominant run for fifty years at Chilko was preceded by a sub-dominant run and two years of failures. If this original pattern of productivity controls there may appear a sub-dominant run in the 1947-1951 cycle.

The serious decline in the 1950 Adams River run could have weakened the dominance of that run re-established in 1922 after having been destroyed by artificial factors in its original year (1909-1913 cycle).

If the dominance of the 1950 run has been weakened, the following year or years may tend to increase their rate of productivity. It is extremely important however that the present 1950 cycle dominance be maintained by management policies if biologically possible.

A thorough understanding of the stability of the dominant year depends on:

1. A knowledge of its natural stability before the fishery started.
2. The cyclic pattern of productivity that will develop in each population undergoing rehabilitation.
3. A determination or understanding of the factors which cause dominance.

**EDITOR'S NOTE—This is the largest count of "jacks" on the Chilko in the 13 years for which Commission records are available.*

British Columbia Salmon Operators' Policy on Power Development

By R. E. Walker

Vice Chairman, B.C. Salmon
Canners Operating Committee

The Salmon Canners' Operating Committee, representing 95% of the salmon canning industry in British Columbia, has taken a leading role in the fish and power controversy currently attracting wide public attention in the province. In attempting to explain the case for fisheries, the Committee has reflected the opinion of all branches of the industry as well as government agencies concerned with the management and conservation of the resource.

It has attempted, in the first instance, to obtain full recognition of the importance of the industry to the general economy. In spite of the fact that fishing was one of the first commercial ventures of early settlers in B.C. and has always been an important primary enterprise, the contribution which the industry has made to the development of the province is often either overlooked or taken for granted. Its present annual value of over sixty million dollars, its employment of twenty thousand British Columbians and contribution to the livelihood of many more in allied industries—these facts are also not well known. The Committee has attempted to stress the importance of fish as food products of increasing importance both for domestic consumption and for export. And it has continued to remind the people of the province that the resource, being renewable, will provide food,

work and wealth in perpetuity if carefully protected.

The Committee has expressed the belief—accepted with some reservations by power interests—that there can be both power and fisheries in British Columbia if a far-sighted policy of development is adopted and a pattern of coordination and cooperation established. It points out that of the estimated 12,000,000 horse power potential in British Columbia, approximately 75% is available on streams and rivers not essential for the migration and propagation of salmon. With this in mind, the Committee and all others concerned with the fishery, have urged that wherever possible streams non-productive of fish life be utilized first for power purposes.

If this suggestion were to be adopted by the Government as official policy, the industry is convinced that the differences now existing between fish and power authorities could be resolved. Such a policy would not hinder or interfere with the development of hydro-electric power and further industrialization, and it would undoubtedly help to pave the way for over-all planning in resource utilization.

The use of a priority system in power development would give fisheries' scientists a very badly needed "breather" in which to undertake

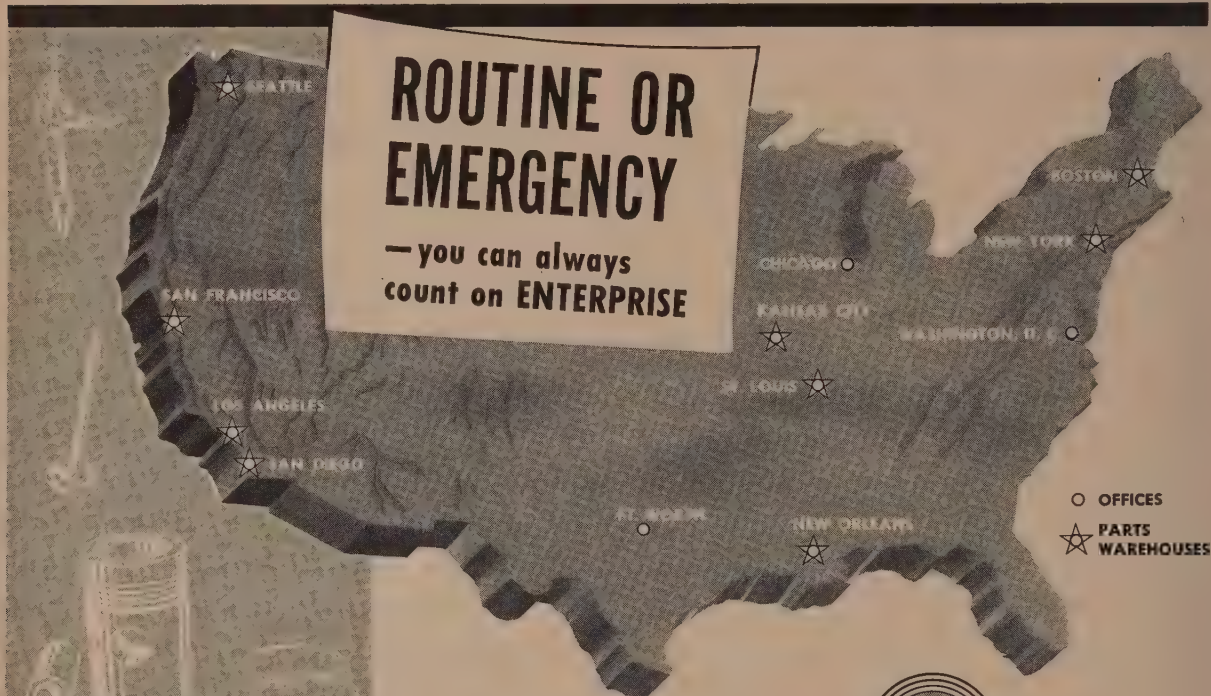
extensive investigations of fish protective facilities. The Committee believes that, if sufficient time and money are allotted for such research, effective methods might be devised which would minimize the danger to anadromous fish in their upstream and downstream migration past large dams and hydro installations.

A practical illustration of the Committee's approach to the problem of fish and power can be given by reference to the \$500,000,000 development proposed by the Aluminum Company of Canada.

At the public hearing of the company's application for water license, in Victoria on October 31st, 1949, the Committee made it quite clear that the fishing industry was not opposed to the location of the project in the Tweedsmuir Park area. Here was a case where the province could establish a huge new industry utilizing a million and a half horse power without endangering valuable fish runs. All that was required was recognition of its responsibilities by the company and the fullest collaboration with Federal authorities. Together with all other fishery agencies represented at the Hearing, the Committee pleaded for the acceptance of this principle of collaboration.

Throughout 1950, the Committee continued to press for consideration of the fisheries problem by the Com-

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pany. Several meetings between engineers of the Company and the International Pacific Salmon Fisheries Commission did take place but because full details of the project were not divulged, no satisfactory method for fish protection could be proposed.

In January of this year, the Federal Department released a report which confirmed the industry's belief that a solution to the problem could be found. The solution proposed in the report would save fish runs valued annually at \$1,817,000 and not interfere with the power requirements of the company. The cost would be small compared to the total cost of the project—unofficially estimated at \$1,500,000.

Since that time, two events occurred which gave rise to considerable concern. At the Fourth Resources Conference in Victoria, on Feb. 23, Mr. McNeely Dubose, Vice-President of the Aluminum Company of Canada, made a statement which implied that the company would recognize no responsibility for protection of fisheries resources. In March, the Provincial Government approved and made public its agreement with Alcan, and this



R. E. Walker, Vice President of British Columbia Packers, Ltd., and Vice Chairman of the Salmon Cannery Operating Committee.

document contained no reference to fisheries.

At the same time, however, the Committee was informed that the Federal Department of Fisheries was carrying on active negotiations with

the company in the hope of working out a mutually satisfactory settlement. Assurances were given that the Department would not retreat from its obligations under the Fisheries Act of Canada.

The Salmon Cannery's Operating Committee is confident, that in spite of many past difficulties, the fisheries problem involved in the Aluminum Company development can and will eventually be solved. It sees reason to hope that out of this conflict may come a useful lesson for future development—a lesson of coordination and cooperation in the utilization of B.C.'s water resources.

J. D. Williamson, Jr. Dies in Auto Crash

The many friends of J. D. "Jack" Williamson, partner in Fortune Fisheries, San Francisco, were shocked to learn of the death of J. D. Williamson, Jr., 22, son of Mr. and Mrs. Williamson, in an auto crash last month in San Jose.

The young man was a student at Santa Clara University. Beside his father and mother he leaves the following brothers and sisters: Jerry, Jeanne, Norma, Danny, and Larry.

"Split-Season" Will Increase Halibut Catch from Area 2

Late summer halibut fishing will be tried this season in two sub-areas of Area 2 in order to draw upon the stocks of halibut believed to come onto those grounds after the remainder of Area 2 closes.

The waters from Cape Addington to Dixon Entrance, and the southern portion of Hecate Strait, will not be opened to fishing until July 25, and then will remain open to fishing for 10 days with no catch quota.

The catch quota for the remainder of Area 2 will remain as it was last year—25,500,000 lbs.—so the total take from Area 2 will be increased by the amount of halibut which is caught from the two sub-areas listed above in the 10-day season from midnight July 25 to midnight August 4.

This modified "split-season" extension of the halibut fishing period permits the fleet to harvest stocks of halibut which come on these particular banks late in the season, and which therefore are unfished in a

season closing with June. Interpretation of the commission's authority under the present treaty holds that it may open and close only one season in any one area in any one year.

In announcing the "split-season" for the two sub-areas, the commission said: "It is well established that some grounds in Area 2, which used to yield their best catches in months now closed to fishing, have been underfished in recent years. Inasmuch as fishing should be increased on these grounds, and the present treaty permits the commission to open and close an area only once in the year, the commission decided to establish two underfished sections of Area 2 as separate regulatory areas and to open them at their normal season after the other areas are closed."

The commission's action apparently met with general approval of the industry. It will provide more halibut for the fleet; it will test the late-population theory applied to some

banks; and at the same time it will avoid interruption of the period of halibut supply, which the distributors strongly opposed.

Just how attractive the 10-day seasons in the two sub-areas will be to the fleet is not yet altogether apparent. By July 25 a good many of the vessels undoubtedly will be fishing or preparing for salmon or Albacore, and will not wish to return to halibut fishing for a 10-day period.

The duration of the summer season and the availability of the grounds opened then will make it possible for some boats to make two trips during the period.

Linde Named Area Director of D.F.A.

Julius Linde, purchasing agent, Van Camp Sea Food Company, Terminal Island, last month was reported made regional director for the Defense Fisheries Administration, with headquarters at San Francisco, and was on leave of absence from his company.

However, inquiries at Mr. Linde's home in early April disclosed he was ill, and might have to decline the appointment.

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MSG Enters Fish Canning Field In French's Star-Kist Tuna Pack

Monosodium Glutamate, flavor king of the amino acid family, has been used in canned soups, chowders and specialty products for some time, but when the French Sardine Co. of Terminal Island began its use in Star-Kist tuna MSG was for the first time applied to canned tuna, an application which is unique because this sodium salt of glutamic acid is added to each can of tuna, rather than to the fish as a mass application.

J. G. "Jerry" Scharer, sales manager for French Sardine Co., for a period of more than a year has worked with Gault Davis, representative for Ac'cent, the monosodium glutamate manufactured from sugar beets by the Amino Products Division of International Minerals & Chemical Corporation; and with Robert Pedersen, director of the French research laboratory on Terminal Island, to test the use of Ac'cent in tuna, and to plan a nation-wide advertising campaign based on the supremacy of flavor of Star-Kist tuna with Ac'cent.

The fact that monosodium gluta-



J. G. "Jerry" Scharer, sales manager, French Sardine Co., who studied the use of Ac'cent for a year before offering it in Star-Kist Tuna.

mate enhances the flavor of basic foods such as meat, fish and poultry was well known to the participants in the preliminary tests which pre-

ceded the use of Ac'cent in Star-Kist tuna. These tests brought out the fact that only the precisely right amount of Ac'cent pointed up the taste appeal of white meat and light meat tuna. The nutritive value of monosodium glutamate in each can of Star-Kist tuna is slight, since the amount of MSG added is small. Actually, however, monosodium glutamate is the neutral sodium salt of glutamic acid and therefore is equivalent to 79% of its weight as free glutamic acid, glutamic acid being one of the twenty-odd amino acids which act as building blocks for all proteins.

Special Dispenser Used

Since the crystals of MSG are finer than salt, the tests conducted by the French laboratory showed that a conventional type of salter was not suitable. Therefore, the use of machines manufactured by the Salter Machine Co. was decided upon. These dispensers release the MSG in the necessary quantities required in this particular application of Ac'cent to tuna.

Women tested Star-Kist with Ac'cent first. On the left, two professional home economists make the taste test on Star-Kist with monosodium glutamate as compared to two leading competitive tuna brands. The result of such tests was incorporated in French national advertising in the phrase, "The experts tried it . . . and loved it!" In the other photo the women form one taste panel of a series conducted by the Ac'cent representative, Gault Davis, and the French Sardine Co. The women making the test on Star-Kist and two other brands of tuna were not permitted to taste any other food before sampling the attractively served portions of tuna. Such tests were observed and audited by a firm of Certified Public Accountants.





A portion of the tuna line at the French Sardine Company Plant No. 2, showing one Salter at work, placed between two salt dispensing devices. Oil is added at the far right as the cans go to the closing machines.

They also keep the salt in a condition to flow readily. The use of a thermostatic heat control, adjusted to the precise application of Star-Kist tuna after tests by the French laboratory, prevents the monosodium glutamate from becoming moist and sticky. An air intake into the machine keeps the moving parts free of the sodium salt. This particular type of salter reduces wastage and spilling.

After the early experiments determined whether the tuna was a type of food to which Ac'cent could be added, the level of use was established. The early experiments were followed by taste panels conducted for the French Sardine Co. by Gault Davis, to demonstrate to the staff and executives, how greatly Ac'cent enhanced the full-bodied flavor of tuna.

What the use of Ac'cent could mean in a nation-wide sales campaign on Star-Kist tuna became apparent to French's sales manager, Mr. Scharer, during these panels. After the fine points of application of Ac'cent to Star-Kist were determined, Gault Davis of International Minerals & Chemical Corporation, working with the French Sardine Co. and its advertising agency, Rhoades & Davis of San Francisco, took over to conduct one of the most unusual and scientific taste panels, nation-wide, ever put on by any food packer.

Technical Points Studied

The original tests on the use of Ac'cent used the different species of tuna to determine which species—if any—took to the use of the product best. Storage tests were also conducted to determine the length of time required for the maximum penetration of Ac'cent through the contents of the can. It was apparent at the beginning that the

solid pack would require a longer time for such penetration.

Although monosodium glutamate can be added to tuna before or after salting or before or after the oil, the preferred order of application is Ac'cent first, then salt and oil. Monosodium glutamate does not alter the color or texture of tuna. It does "smooth out" the stronger fish flavor of Skipjack, for example; but it will not mask any off-flavor or spoilage.

Monosodium glutamate, although not soluble in oil, is not prevented from mingling with the tuna in its combined use with oil in a can.

Advertising Theme Drawn From Panel

After months of trial-and-error experimentation to determine the proper application of Ac'cent to its solid and chunk-style Star-Kist pack, French Sardine Co. conducted the previously-mentioned series of taste panels throughout the United States, the results of which became a part of a million-dollar advertising campaign begun in February, 1951. The theme of the campaign is "Star-Kist tuna voted 3-to-1 by housewives and food experts." The verification of the 3-to-1 preference is based on the results of the panels which were observed and audited by a firm of certified public accountants.

At each taste panel, the women taking part, representing women's club's, "Luncheon is Served" gather-

A closeup of the electrically operated Salter Machine Co. monosodium glutamate dispenser at work in Plant 2 of the French Sardine Co., Terminal Island. The cans of tuna, leaving the stainless steel line receive a precisely-metered amount of Ac'cent before passing to the salter and oiler for the traditional tuna additives now joined in Star-Kist by MSG.



Worth looking into!

...says Archie the chef



THERE's really only one way to discover the many advantages you gain when you use Archer Soybean Salad and Cooking oils. Make the famous "triple test" that has convinced so many users!

FIRST OF ALL—*smell the difference* . . . notice the lack of odor . . . the freshness.

SECOND—*taste the difference* . . . enjoy the unusual blandness . . . the uniformity . . . the extra delicacy of flavor.

THIRD—try ARCHER "S" and ARCHER "C" in your products . . . see how they bring out that extra goodness that brings your customers back for more. For clarity of color, blandness, purity and uniformity, they're unsurpassed.

You'll want to know more about ARCHER "S" and ARCHER "C". And the easiest way to find out is to mail the coupon for samples. *Be sure to mail it today.*

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SOYBEAN SALAD *and* COOKING OILS

Taste THEM
Smell THEM
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Want to see for yourself?

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Please send sample of ☐ Archer "S" Soybean Salad Oil. ☐ Archer "C" Soybean Cooking Oil.

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Company

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ings, etc., were not permitted to taste anything before the test was made on the three varieties of tuna. The women were asked to form their opinions independently, not to consult their neighbors. No "tester" knew in advance of the test of the addition of Ac'cent to Star-Kist. A home economist was present at each panel and the entire survey was conducted by Gault Davis according to the Harvard Statistical method, which allows precisely and mathematically for compensation of error, based on the number of individuals tested.

Star-Kist with Ac'cent is in full production, backed by an advertising campaign in national magazines, newspapers, television, etc. Star-Kist packing plants on Terminal Island and the French affiliate at San Diego, High Seas Tuna Packing Co., together use 22 salters, leased from the Salter Machine Co. At various times in recent months the High Seas plant has had in use six salters at one time on its tuna production line, indicating to what extent the French Sardine Company is operating to supply the country with flavor-tops Star-Kist tuna.

New Ecuadorean Consul In San Diego

G. Ycaza-Borja, career official of the Ecuador government arrived in San Diego last month to take over the duties of consul for Southern California. He relieved Bolivar Oquendo. The new consul is no stranger to this country, having recently spent two years in Washington, D.C.

Prince Rupert Reports Slump in Vitamin Oils

Total sales of the Prince Rupert Fishermen's Co-Operative Association last year amounted to \$3,750,000, representing an increase in dollar value over 1949 even though there was a slight reduction in landings.

Market conditions contributed to this volume decline. Slump in vitamin oils made extensive fishing for dogfish livers unprofitable.

Manager T. H. Sorenson of the Fishermen's Co-operative Federation, told the annual meeting of the association that west coast halibut had been meeting strong competition from fresh-caught Atlantic halibut being landed by Norwegian,

Francis Millerd Elected Head Of Canadian Fisheries Council

Francis Millerd, head of Francis Millerd & Co., Vancouver, prominent British Columbia fish packer for many years, has been elected president of the Fisheries Council of Canada.

His election took place at the council's annual meeting in Ottawa. One of the vice presidents is R. E. Walker, vice president of B.C. Packers, Ltd., Vancouver.

Among the directors, representing the Pacific Coast, are S. M. Rosenberg, president of the Canadian Fishing Co. and chairman of the



Francis Millerd, Sr., Vancouver, B.C., newly elected president of the Fisheries Council of Canada.

Salmon Cannery Operating Committee; Roger T. Hager, vice president of the Canadian Fishing Co.; John M. Buchanan, president, B.C. Packers; J. Norman Hyland, general sales manager, B.C. Packers; Reg Sinclair, general manager, J.H. Todd & Sons, Victoria; Richie Nelson, president, Nelson Brothers Fisheries.

One of the important questions dealt with at the meeting was priority for diesel engines, canning equipment and fishing gear as a result of the increasing emphasis on production of defense requirements in Canada.

A feature of the meeting was an address by Fisheries Minister R. W. Mayhew, of Victoria, who reported that the Canadian government is keenly interested in treaty negotiations with Japan respecting fishing rights in the Pacific.

Mr. Mayhew emphasized the danger to the fisheries of the West Coast, maintained and developed through investment of millions of dollars by Canada and the United States, if Japan is permitted to have its fishermen raid this area as they did before World War II. He warned that with modern improvements in boats and gear, foreign nationals might be a greater menace to offshore fisheries than ever before unless appropriate restrictions are agreed upon and vigorously applied.

It was reported to the council that agreement had been reached with the Canadian department of national revenue respecting customs regulations affecting the fishing industry, on these points:

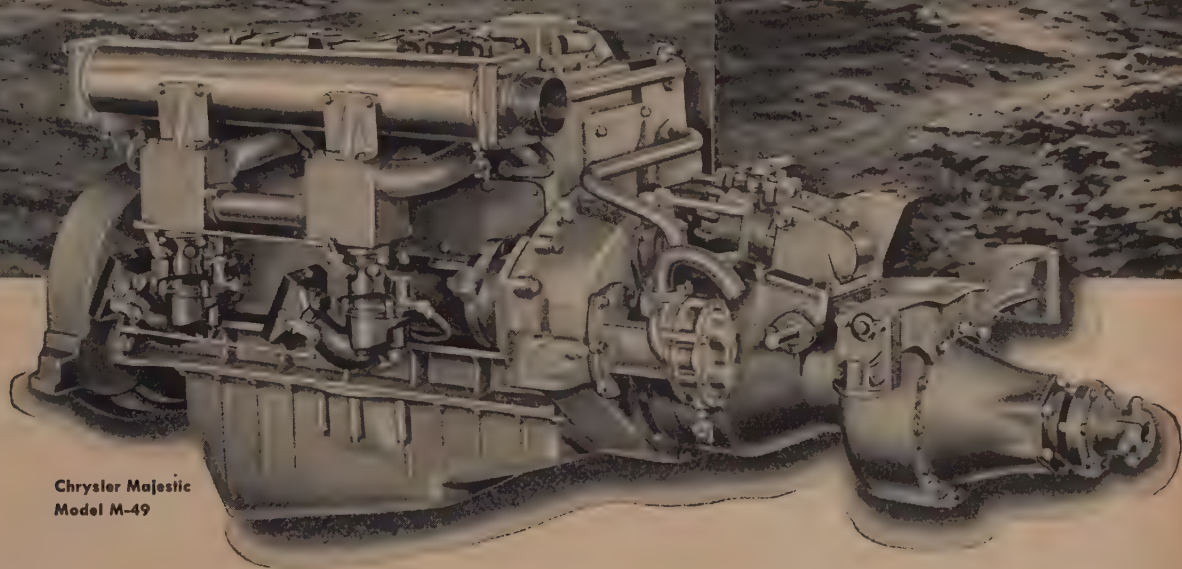
1. Packers licensed in coastal trade may make delayed customs reports through agents.

2. Special provision for delayed customs reports by packers not licensed in the coastal trade.

3. Inshore fishermen, excluding tuna, Albacore and halibut, free to move except when passing between customs ports.

British Columbia canners among the 60 delegates took advantage of the opportunity to confer while in the East with representatives of the British ministry of food respecting the 1951 canned salmon purchased by the United Kingdom. Last year that market purchased \$5,000,000 worth of canned B.C. salmon, representing more than 400,000 cases.

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So when you power with Chrysler you can be sure of the sea-worthiness and dependability which have helped make Chrysler Marine Engines the No. 1 choice in their power range.

Seven engines, 218 to 377 cu. in. displacement. Eight reduction gear ratios including integral "Vee Drive." See your dealer or mail the coupon.



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QUICK-Frozen in plants and packages modern as tomorrow—
Meeting standards of excellence and traditions of quality
Developed in 83 years of honest dealing in the fish business.



NEW ENGLAND FISH COMPANY

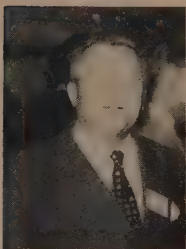
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Canadian Fishing Co.

Roger Hager
Canadian Fishing Co.



E. A. Ruthford
San Juan Fishing
& Pkg. Co.



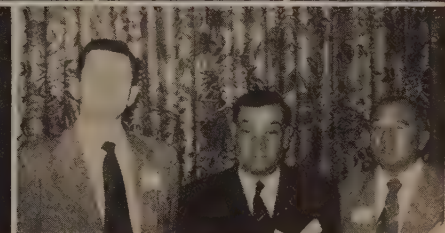
Lowell Wakefield
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Fishermen's
Federation, Inc.

Maurice Rattray
D.F.A.

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Reinke & Amende

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J. J. Camillo
& Co.

C. M. Reinke
Reinke & Amende

STABILITY

In Act and In Thinking

Mature and intelligent stability was manifest in the acts and in the thinking of the National Fisheries Institute convention in Boston April 9-11.

The convention proved itself able to resist the cry of "Crisis," and showed evident skepticism of the need for some federal emergency measures.

Institute attitude on the problem of imports was soundly realistic, inclining to let economics rather than emotions govern actions.

Growing concern with technological matters—in the techniques both of marketing and of production—was manifest.

The sixth convention of N.F.I. was definitely the largest, with 773 registered, and more than 1,200 in attendance at the concluding dinner dance.

It closed a year of advance in which membership in the institute increased by more than 200 firms and individuals, while finances were sound and satisfactory. Institute directors at the convention authorized the purchase of a building in Washington, D.C., as permanent headquarters of N.F.I.

Honoring Irving Usen, retiring president, Harald Synnestvedt, retiring chairman of the board, presented the dynamic Bostonian with

a beautiful silver tray "in appreciation of selfless service," while the convention inducted into the presidency Royal Toner, head of Lester & Toner, New York, one of America's foremost oyster operators.

Stanley Letson of Portland, Me., became national secretary, succeeding Wade Ambrose of San Diego. George Thomas of Cincinnati took over the tasks of treasurer from the capable hands of Frederick Bundy of Gloucester.

The next convention will be held in Los Angeles late in April, 1952.

Pacific Coast Directors

Jack Willis of Wilbur-Ellis Co.,

N.F.I. Convention

BOSTON, APR. 9-11

San Diego, was elected vice president for the Pacific Southwest—Section IV, with the following directors for that section: Louis Vitale, Los Angeles Smoking & Curing Co.; E. T. Meakin, Tamalpais Fishing & Packing Co., San Francisco; Albert D. Levy, Washington Fish & Oyster Co., San Francisco; Lloyd Turncliffe, Meredith Fish Co., Sacramento; Tom Lazio, Tom Lazio Fish Co., Eureka; Malcolm Goldie, Van Camp Sea Food Co., Terminal Island; C. M. Merry, Holly Sea Foods Co., Los Angeles; Elmo C. Jack, E. C. Jack Brokerage Co., Los Angeles.

Henry H. Goodrich of the New England Fish Co. was re-elected vice president of Pacific Northwest Section V, with sectional directors as follows: Charles D. Alhadeff,

FROM THE WATERS OF THE PACIFIC
PERFECTLY PACKAGED FOR CONSUMER CONVENIENCE



Member of
 National Fisheries Institute

FISHERMEN'S FEDERATION INC.

995 EAST CORDOVA STREET, VANCOUVER, CANADA

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HALIBUT PRODUCERS' CO-OPERATIVE
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Seattle, Wash.
 15th Ave., N.W. of Shi-hole
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 Los Angeles, Cal.
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Boston, Mass.
 Fish Pier
 San Francisco, Cal.
 444 Market Street
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Available Varieties:

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SOLE • HALIBUT
SILVER SALMON
CHUM SALMON
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Also Distributors of:

Fresh and Frozen
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TRADE

MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St.

SEATTLE 4, U. S. A.

Whiz Fish Products Co., Seattle; E. A. Ruthford, San Juan Fishing & Packing Co., Seattle; J. W. Mendenhall, Ketchikan Cold Storage Co.; Myer Bornstein, Bornstein Sea Foods, Bellingham; John McCallum, McCallum-Legaz Fish Co., Seattle; D. W. Hager, New England Fish Co., Astoria; John S. McGowan, Columbia River Packers Association, Astoria; Gordon Bruce, Portland Fish Co.

Mr. Vitale and Mr. Meakin, and Mr. Alhadeff and Mr. Ruthford were designated as executive committeemen by the sectional directors.

The Prime Topics

The convention considered a lot of subjects, of which the most important are merely listed here, to be dealt with in more detail below:

1. Federal price controls policy.
2. Foreign imports of fishery products.
3. Defense Fishery Administration.
4. Packages and merchandising.
5. Breeding, as applied to shrimp and other frozen products.

Convention Rated Best

Opinion seemed general that the convention was definitely the most successful of N.F.I.'s six—not only in the matter of attendance, but also in the interest shown, the numbers and attention at the general sessions, and the degree of member participation.

Certainly it was the Institute's own convention to a greater degree than ever before, with the U. S. Fish



Royal Toner, president of Lester & Toner, Inc., New York oyster firm, who was elected president of the National Fisheries Institute at the Boston convention.

and Wildlife Service participation greatly reduced to a modest display—a tendency which drew generally favorable comment in convention conversation.

fest. If that condition *should* arise, it was recommended that ceilings be applied promptly at all levels, from the boat up to the retailer. The resolution urged also that O.P.S. give realistic account to the unpredictable factors of weather and abundance which complicate the production and pricing of fish.

Language of the resolution was amended on the floor to make it plain that it should not be considered as applying to fish purchased for purposes of canning.

Needless and Unsound Price Controls Scored by Institute

Sharp criticism of Office of Price Stabilization handling of prices on frozen fish was voiced by the National Fisheries Institute, in formal resolution, and in spoken—and outspoken—criticism.

President Irving Usen sounded the keynote of criticism at the initial luncheon when he said: "The same errors of the old O.P.A. are being repeated by the new O.P.S. The first O.P.S. order, written without consulting the fishing industry, provided ceilings on processed fishery products, but left fresh fish and shellfish free of control. Controls either should be placed on all phases of the industry, or there should be

none at all. Only limited relief is in sight.

"We do not ask special favors for the fisheries industry, but we do ask to be allowed to operate with the least possible encumbrance, so that we may produce the most with the facilities at hand."

The formal resolution adopted by the Institute declared that ceiling prices had been applied to frozen fish at a time when actual prices were depressed far below actual control levels, and thus patiently were unnecessary. The resolution asked that O.P.S. exempt all frozen fish from price controls until inflationary tendencies become mani-

Recipe for N.F.I. Health

Harald Synnestevedt, retiring chairman of the board, gave N.F.I. a recipe for health as one of his last official acts, saying:

"N.F.I. is healthy now, and will remain so long as we keep it democratic, and as long as we who are members participate in the *work* as well as in the *benefits* of this organization.

"Have capacity beyond that of selfishness."



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International Cooperation Offered As A Solution for Import Problems

Import problems commanded more attention than any other phase of the National Fisheries Institute convention. The panel meeting devoted to this subject began in mid-morning, was resumed after lunch, and continued until evening.

Six men presented the two sides of the import pictures in tuna, fillets and shrimp—and then the discussion went to the floor, one might almost say “to the mat,” except that the argument was always sincere, always earnest, always courteous.

Men were heard from both coasts, from Canada and Mexico, and one recently returned from Japan. The meeting was presided over by Dr. W. M. Chapman of the Department of State, and one of the speakers was the man who may be his successor, William C. Herrington.

Canada and Mexico each were represented at the convention by distinguished delegations, and from these delegations came concrete proposals for international cooperation of a concrete kind, cooperation designed for market development capable of accommodating imports with benefit rather than with hardship.

The Mexican Proposal

Hector Ferreira, president of the Instituto del Pesca Pacifico, with headquarters in Guaymas, Mexico, spoke in behalf of the delegation which he headed, saying:

“We hope here to cement the friendship of the fisheries of the United States and Mexico. These are difficult times, and in them we need a better understanding of our friends. We need closer ties among all Americans.

“Try, please, to understand us better.

“This we propose, in the sincere belief that in the union of our interests we can find the solution of our mutual problems:

“We propose creation of an International Association of the Fisheries of the Americas. Please consider it, and then meet with us someday to discuss it.”

Mr. Ferreira headed a Mexican delegation which included: Manuel Zepeda of the National Chamber of Fisheries of Mexico; Pedro Palazuelos, Naviera de Golfo Campeche; Manuel Nunez, director, Instituto de Pesca del Pacifico.

Milton J. Lindner, U. S. Fish and Wildlife Service, chief, Fishery to

Mexico, also was present and available to the delegation in its consultations with American operators and officials.

The Canadian Proposition

Clear-cut, unequivocal suggestion for an advertising and product-promotion campaign, cooperatively supported, to develop per capita fish consumption in the United States was advocated on behalf of Canadian producers by Clarence Morrow of Lunenburg, Nova Scotia.

“We are ready and anxious to cooperate with you, perhaps to the extent of \$1,000,000 per year, in a development and advertising campaign, supported by quality control, said Mr. Morrow. “Let us all expand together.”

He developed his argument along this line of expanding trade, rather than restricting imports; and supplemented it with a second line of thinking whose thesis was: “Trade is not a one-way street.” In this he pointed out that Canada buys from the United States far more than it sells; and that action blocking such Canadian buying might have disastrous effect upon the American economy.

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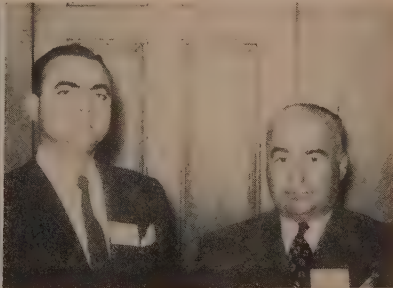
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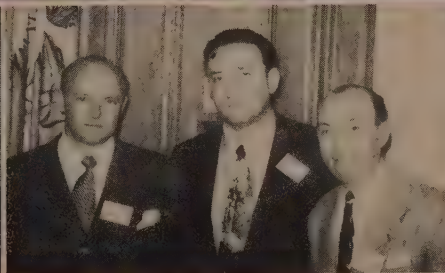


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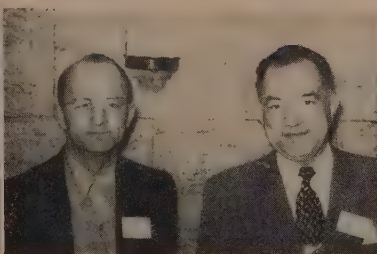
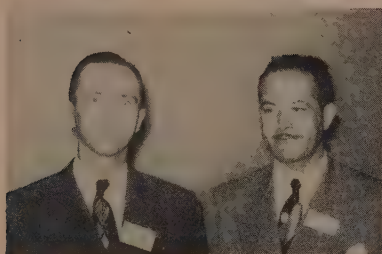
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Firm Quota Sought

John Fulham of Boston advocated a flat 43,000,000-lb. quota on ground-fish fillet imports, with the provision that the amount of the quota rise or fall above or below this level with the increase or decrease in per capita consumption of fish in the United States.

No Import Action Taken

Despite the warmth of some of the convictions evidenced at the import discussion, the Institute took no action in resolutions dealing with

this subject. The resolutions committee recommended that action be deferred until the new export-import committee had had opportunity to study the subject and make recommendations.

President Irving Usen announced that he would appoint a special committee composed of representatives of the American fillet business to consider the Canadian proposition for an advertising campaign. The Mexican proposal for a Pan-American fishery association is to be considered by the new directors.

"Japan will to an increasing extent dominate the import picture in the Pacific...

"It is basic U.S. policy to encourage the Japanese to increase the export of goods to acquire foreign exchange...

"Japan has about 1,000 boats of over 20 tons each engaged in high seas fishing for tuna... It is a virtual certainty that the tuna fleet will be further increased as the fishing area open to it is extended.

"Before World War II Japan production of the tunas reached 325 to 425 million pounds annually... We can expect that Japanese tuna production over the next few years will continue to increase, and will exceed the pre-war level... In 1950 there went into export only about 10% of probable production...

"In my opinion, the U.S. tariff increase will cause a temporary drop in exports to this country. However, the packers will gradually adjust themselves to the change through lower prices to the fishermen and more efficient cannery operation... Before the end of 1951 it is likely the volume of Japanese exports will return to, if not exceed, that of 1950...

"There can be little question but that with no protection the U.S. tuna fishery would greatly decline, if not practically disappear. On the other hand, to ask for complete protection would be attempting to fly directly into the face of basic U.S. policy."

Tuna Problem—Growing World Production; Only One Market

World-wide tuna production, with only one market presents a perplexing and serious threat to the American fishery economy, W. Wade Ambrose, president of the Westgate-Sun Harbor Co., told the Institute. He was obliged to speak with scant preparation, substituting for Harold Cary, manager of the American Tunaboat Association.

Mr. Ambrose pointed out that the United States consumes practically the entire world production of canned tuna; and that this production is growing rapidly around the world, and largely in countries with low standards of living. He said that efforts to secure a reasonable quota on tuna imports to date had been unavailing, and concluded saying: "It is folly to think that this great

industry is to be junked and our market, built by progressive merchandising handed over to low-standard countries."

Japanese on the March

Just how serious the tuna import problem may become was made plainly evident by William C. Herrington, who for three years has been chief of the fishery section in SCAP's Tokyo headquarters.

(Mr. Herrington's paper was of so much interest to Pacific fishery interests that it will be published in full in a subsequent issue of this journal. Space here suffices only for presentation of some of its salient points. He is quoted directly and verbatim.)

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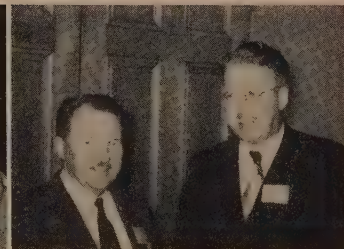
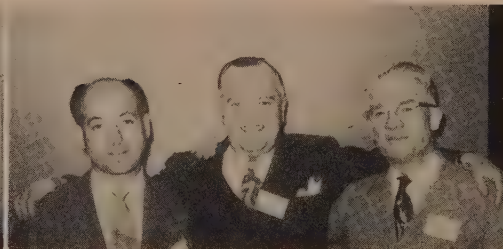
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The Case for Mexican Shrimp

Strong case for Mexico's Pacific shrimp was made in the N.F.I. panel discussion of imports by Jack Willis, the Wilbur-Ellis Co., one of the largest importers and distributors of Mexican shrimp.

Two fallacies were pointed out by Mr. Willis as erroneously, but almost inevitably, injected into nearly every discussion over shrimp imports. These were:

1. The assumption that Mexican shrimp are produced at low cost.
2. That they are sold at low prices and tend to demoralize the domestic market.

He declared that American shrimp imports into this country should be viewed in relation to all phases of the domestic economy. He said the Pacific Coast is the principal American market for Mexican shrimp; and that Mexico's *Pacific* shrimp fisheries supply virtually the entire volume of imports. Canvass of nine American firms in San Diego alone showed that in 1950 they had sold Mexico's shrimp industry \$1,460,000 in equipment and supplies; and that in the first 11 months of 1950 U. S. exports to Mexico reached \$439 million.

"If we place obstacles against imports of Mexican products, we will not only imperil this rich trade, but will invite retaliatory action, perhaps against our tuna fishermen and their bait fishery along the coast of Mexico," he said bluntly.

Mr. Willis declared that Mexico's Pacific shrimp actually are a high cost article, when the export duty is figured in; and that they have sold above the price level of American shrimp from the Gulf of Mexico.

"We believe that the high quality of Mexico's *Pacific* shrimp, and the high standards of the packers, have

had much to do with the up-building of the American market and the development of consumer acceptance. The importers have not cut prices; and the product sells at a premium. There is no evidence of price advantage or of market raiding.

"In a growing trade, with firm prices, such as we have in shrimp, there is no evidence of damage."

Breeding Clinic Stirs Interest In Voluntary Standards Study

"Breaded Shrimp Clinic," introduced at the N.F.I. convention, proved one of the hits of the meeting from standpoint of interest, and jammed two large rooms for hours, underscoring a newly-evidenced interest in technology on the part of the Institute membership.

The "clinic" developed the character of a "cutting," as it is known in the salmon and sardine industries. It was presided over by Charles D. Alhadeff of Seattle, chosen as a completely unbiased and disinterested moderator. Equally unconcerned technologists had handled the samples, bought at retail in all quarters of the country; and the examination was made by food technology researchers of the M.I.T.

At the same time, duplicate packages were displayed for inspection and attracted the widest interest.

Extreme range was noted in character and volume of breeding; in color of shrimp; in count; in attractiveness of packing. Detailed reports of the technical examination were shown on a screen at the convention, and later will be published in full.

Out of this clinic is expected to grow a continuing program of sampling and inspection, with technological examination along lines indicated by the results of the initial "clinic." In the discussion at the clinic not a little opinion was advanced that the breeding development, in oysters and fillets as well as shrimp, may be damaged seriously by inferior products and careless methods, unless intelligent *minimum* standards are adopted voluntarily and adhered to scrupulously.

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luncheon preceding the Breaded Shrimp Clinic, consideration was given to technological training for fisheries in the United States. Dr. W. H. Hastings of the technological faculty, University of Washington School of Fisheries, presented a paper on the history of that institution, in which he said: "Fishery schools of this world are of recent inception. Ours started in 1920, activated by Miller Freeman. It was for 10 years a college by itself at the University, and John N. Cobb, former editor of *PACIFIC FISHERMAN*, was dean. Dr. Hastings mentioned that Charles Alhadeff, who was presiding at the meeting, was a former student, and that Dr. Charles R. Fellers of the University of Massachusetts, also present, was an early faculty member.

Toner's Acceptance Word

In accepting the presidency of N.F.I., Royal Toner, said: "Let's keep this Institute fluid, democratic, dynamic, effective."

Defense Fisheries' Defense Lukewarm

Defense Fisheries Administration was facing a sharp cut-back at the hands of Congress at the time of the N.F.I. convention and some strong pitching was done in an effort to develop support which would provide leverage on Congress for more funds.

The Institute *did* pass a resolution asking funds for D.F.A., but it was a watered-down version which asked that Congress "provide funds for D.F.A.", without making recommendation as to amount.

A. M. Day, director of the Fish and Wildlife Service, and administrator of D.F.A., presented a factual statement of the case faced by the administration. He said that D.F.A. had been set-up as a governmental agency capable of dealing with fisheries under any conditions of emergency which might arise.

To do this, he said, required \$600,000 a year. For the second quarter of the current year \$183,000

had been asked, but Congress appeared intent upon paring the amount to \$30,000, which he said would require that D.F.A. cutback its organization to a small central group in Washington, eliminating the elaborate program of field offices which had been conceived and partially brought into being.

Control Through Cooperation

Discussing the functional side of D.F.A., Maurice Rattray, deputy administrator, said that the approved approach to emergency control was through voluntary cooperation, if in any way possible; but always with orders drawn for immediate application. He said: "The defense fisheries program is set-up as advance protection against possible disaster;" and that a Controlled Materials Plan, such as worked successfully during the latter part of the war, was ready to be invoked if necessary. He emphasized, however: "The government has no disposition to place in effect unnecessary controls."

U. S. and Canada Agree on Halibut Treaty; Advisory Board Rejects Compromise Plan

Governments of the United States and Canada this spring stand nearer than ever before to agreement on a revision of the halibut treaty which would permit the International Fisheries Commission to regulate the rate—as well as the volume, means and place—of the halibut fishery, but—

While the governments are in close agreement on a revised treaty, the Advisory Board, consisting of elected representatives of the Fleet, including both fishermen and vessel owners at the various ports in the United States and British Columbia, has voted its definite opposition to the treaty in the form proposed by the government of Canada.

The essential points of disagreement are concerned with the extent of the powers which would be granted the commission in the way of controlling the rate at which the halibut quota is to be caught.

Broadly speaking, two methods have been proposed by which the commission might extend the period of fishing—an objective to which the commission is definitely committed as desirable from the standpoint of conservation and of optimum utilization

of the stock of halibut without impairing its condition or retarding the full restoration of the resource.

The first of these proposed methods would be to authorize the commission to divide the halibut waters into areas, and to establish one or more open or closed seasons for each area.

The second method would be to permit the commission to regulate the time of departure of vessels for fishing.

Fleet Wants Both Plans

A revised treaty embodying *both* of these methods was recommended by the Fleet.

The United States government agreed to both of these proposals and drew up a suggested treaty in which both were incorporated.

After extensive study, the Canadian government rejected the second point as involving excessive regimentation. Moreover, the Canadian government believed the first method, involving the opening and closing of areas and seasons, may suffice to extend the fishing season to the degree sought by the commission.

The view of Ottawa is that the split-season plan should be tried for a period of years—perhaps five—in order to determine if it would not prove effective in extending the period of fishing, before the commission is given authority to control the time of departure of fishing vessels.

Although favoring a treaty covering both proposals, the United States Department of State has given indication that it favors acceptance of the official Canadian view and ratification of such a treaty in the hope that it might prove effective over a period of years.

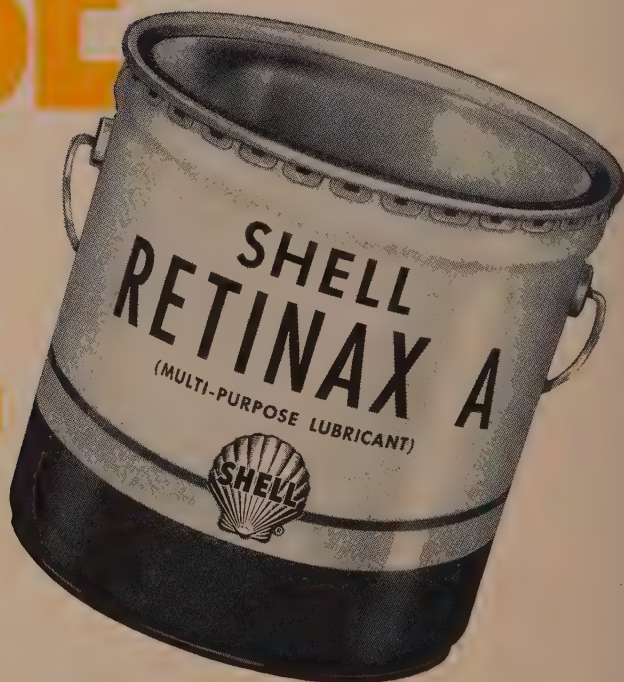
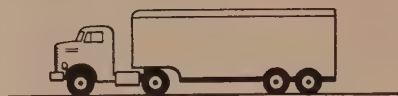
The Advisory Board representative of the Fleet, however, has taken a position against any treaty which does not authorize the commission to apply *both* methods to the problem of extending the fishing period.

Those close to the situation are convinced that there is little likelihood that the Canadian government will modify its stand.

That's where the matter stands at present—the three elements essential to revision of the treaty very close in their thinking, but two of them adamant in their slightly-apart positions.

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While it is true that the two governments *could* sign and ratify the treaty without the agreement of the Fleet, such action is not to be expected, inasmuch as the suggestion for revision of the treaty originated with the Fleet.

Arguments Pro-and-Con

The Fleet's insistence upon inclusion of provision for control of time of departure for vessels does not imply opposition to the split-season method, but grows from the conviction that the staggered-departure or stay-in-port method is essential to effective extension of the season. Arguments in support of this position are several.

1. The Fleet applied a voluntary extension program during the '30s by means of a stay-in-port plan, supplemented by a limit on the catch-per-trip. Having applied such a plan, the Fleet knows it will work.

2. Ease of enforcement is another point cited in favor of the plan, inasmuch as a vessel departing in advance would not have proper clearance and would be immediately and plainly in violation of the federal law.

Openly-voiced opposition to the staggered-departure method is largely based on its "severe regimentation" and the mass of administrative detail it would require.

In addition to this point there is the argument that the staggered-departure plan would have unwarranted economic effect. Those advancing this view say that it would tend to exclude from the fishery a large number of boats—particularly small ones, but including some of the largest—which combine halibut operations with fishing for other species.

The Commission's contention that concentration of halibut fishing into a period of a few weeks, as is now the case, is biologically unsound and not in the best interests of conservation is based primarily on the belief that it centers the full effect of the fishery on the population which happen to be on the banks at that period.

Thus, the argument continues, the full effect of the fishery falls on those groups of halibut whose habit it is to collect on the banks in the weeks immediately following May 1. Because they furnish the entire catch, these groups may be suffering unduly. At the same time, the biologists contend, other groups of halibut concentrating on the banks before and after the present season

contribute nothing to the catch, and might even be in healthier condition biologically if they were subject to some fishery.

U. S. Legal Interpretation Emasculates Present Pact

The split-season proposal in the treaty contemplates that the commission will establish a number of sub-areas within the present divisions of the treaty waters, choosing for such sub-areas those locations on which new groups of halibut have been found to concentrate before or after the present season.

Fishing periods would be authorized for these sub-areas at times apart from the general season in order to draw from the stocks not now fished.

It may be asked why the commission cannot do this very thing

under the present treaty. That brings up another peculiar point in the whole matter—and here it is the United States government has taken an inflexible position. The commission asked the legal authorities of the two governments if it had the authority to establish such sub-areas and to open and close seasons.

The Canadian government said: "Yes."

The American legal authorities said, in effect: "You can establish as many areas as you want, but you can have only one period of fishing for any of them."

If it were not for this legalistic interpretation of the present treaty, no revision would be needed for the commission to put a split-season plan into effect to the full extent contemplated by the treaty revision which the Canadian government has proposed.

CALIFORNIA BILLS ENDANGER INLAND FISHING RIGHTS

Two legislative measures that would close California's inland waters to commercial fishing were being vigorously opposed by commercial fishermen, and fish buyers this month.

The bill was SB 868, and another measure sponsored by Sen. Vern W. Hoffman, Acampo. The Hoffman measure would close all inland waters to commercial fishing, while the other bill would close a portion of the San Joaquin and Sacramento Rivers and Carquinez Straits.

It is from these sources that California fishermen obtain all shad and a large portion of salmon, and catfish.

A similar measure was put before the voters in 1948 and roundly defeated.

The Hoffman bill has been passed by the Senate and is now before the Assembly. It was vigorously opposed by Sen. George Miller, Richmond, who pointed out that closing the rivers would strangle a \$5,000,000 industry, and take much salmon and shad off housewives' tables at a time when living costs are high.

He said that banning commercial fishing would lead to over crowding of spawning beds and put the striped bass in a worse fix than they are in now.

During the middle of last month commercial fishermen in Pittsburg, and Martinez, numbering about 1,100

men, and representing 600 boats, led by Peter Davi, secretary of the fishermen's union in Martinez, and Matt Battinovich, secretary of the fishermen's union in Pittsburg, staged a "holiday" to protest the legislative measures.

Fine Mesh Net Approved For Morro Bay Shrimp

A bill which would allow shrimp and prawn fishing with a fine mesh net in the Morro Bay area has been approved by the California Senate Fish & Game Committee.

Richard S. Croker, chief, Bureau of Marine Fisheries said California was taking a back seat in the shrimp industry, and passage of "the purely experimental" bill might open up a new industry. He estimated fishermen might take 500,000-lbs. of shrimp and prawns per year.

The bill would allow taking of shrimp with a net designed by the commission, and having a mesh less than one inch square. Possession of any fish aboard a shrimp vessel would result in the revocation of the commission issued license to fish shrimp.

Mr. Croker said the nets would move slowly and catch few big fish. Because the nets would be pulled in every half hour, small fish trapped in them would still be alive and could be returned to the water with little loss of life.

SINCE 1895
KELLEY-CLARKE CO.

AMERICAN BUILDING • SEATTLE, 4, WASHINGTON

SELLING AGENTS

**CANNED
SALMON**

**NORTHWEST
TUNA**



**DUNGENESS
CRABMEAT**



Canada's Fisheries Minister Pledges Firm Stand on Power

Canada's fisheries department is closely watching Aluminum Co. of Canada's bid for waterpower concessions in the Nechako district of British Columbia, and has made a proposal to the company providing for engineering co-operation so as to safeguard the salmon resources of the Fraser River system when the proposed dams are built.

"We are not going to be unreasonable," Fisheries Minister R. W. Mayhew told a meeting of fishermen in Vancouver recently, "but we are not going to be jellyfishes in this thing either, and let them do just exactly what they like."

Mr. Mayhew also stated that his department is studying proposed dams on the Quesnel and Capilano rivers, one for power and the other for metropolitan Vancouver's water storage. A. B. C. Electric Co. application for power at Jones Creek is also being considered.

"We recognize that industrial development must come if the country

is to assume its proper place in the world economy," said Mr. Mayhew. "Thus we do not oppose anything and everything that might affect fish. We are convinced that in most instances fisheries can co-exist with other industries. We are sure that in some cases damage has been unnecessarily caused to fisheries by lack of consideration of the whole problem. We know that fisheries must suffer if certain industrial developments proceed.

"Based on these principles, our policy has been to advise those contemplating the industrial development of their responsibility for fish under the Fisheries Act of 1932. We point out how many difficulties can be avoided by close co-operation and discussion before final plans are laid. Adjustments can more easily be made in the planning stage.

"We encourage co-operation on the technical levels and insist on our engineers and biologists making

the necessary surveys for reasonable discussions and decisions. If full and satisfactory adjustments can be made on this basis, the problem is easily solved. If, however, the fisheries must suffer, the case is summarized and each side presented. The final decision is then made on the government level with the full recognition of the effects on fisheries, the industry involved and the province concerned."

Mackerel Shortage Slows Packing

Mackerel packing for Los Angeles-Long Beach harbors in March was not too active, due to shortage of raw fish. Raw receipts were 3,065 tons, mostly Jack, and from this was packed 45,657 cases.

The mackerel agreement with the Fishermen's Cooperative Association was still in effect. Van Camp Sea Food Company signed the cooperative marketing contract March 29. About 60 vessels were fishing, but few boats were averaging more than 150 tons per dark. Operations currently were from Newport Beach to Dana Point.

360 WORK HORSES GOING BELOW!

In Goes ANOTHER BIG

Sister-Blackstone



Lister-Blackstone 8-cylinder Model EV MGR-8 360 H.P. @ 600 r.p.m., being lowered onto the bedplates in still another engine-room.

Atlantic-to-Pacific and Gulf-to-Great-Lakes, keen buyers, powering or re-powering, are going for husky Lister-Blackstone diesels.

- ★ They last
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SEA-FRESH, FROZEN

ABALONE PATTIES....



Here's a profit making item for you! Tenderized Abalone patties, one of California's most famous sea food delicacies, now available for the first time in this form.

It's a luxury sea food that can be marketed at a moderate price! Ready for the pan—four breaded patties—simple to cook.

Write for details

FORTUNE FISHERIES

440 Battery St., San Francisco, California

Exclusive Distributors

PIERCE BROS. SANTA BARBARA CALIFORNIA

Abalone Patties—Breaded and Frozen

A New Delicacy from Santa Barbara

When a fisheries operator develops a new sea food product, that's good. But when a fisheries operator develops a new sea food product out of material that formerly was a by-product, and to top it off, puts within range of a limited pocketbook, a luxury sea food—that's better!

That's exactly what Pierce Bros. Fisheries, Santa Barbara, Calif., has done with its new abalone product—breaded frozen fresh abalone patties.

Pierce Bros. are old timers at the abalone game. They formerly operated at Morro Bay, Calif., Manager and owner is now "Dutch" Pierce, a former abalone diver, who invented the process for making the delectable frozen fresh breaded abalone patties.

The Pierce Process

The abalone raw material is produced in the conventional way—divers pry the mollusks from the rocks of the Santa Barbara Channel islands, and bring them to the Pierce plant at the Mission City.

The abalones are taken from their shells, and the meat is washed under pressure mechanically in a rotary washer. Each abalone is then trimmed, and the dark meat removed.

The abalone is sliced into steaks and pounded, as has been done for many years. The steaks are a separate item. It is from the too-thin steaks, the edgings, and the pieces broken from the steaks in pounding that Mr. Pierce makes the breaded abalone patties.



Packaging Pierce's abalone patties is pictured in the upper photo, which shows "Dutch" Pierce, manager, sealing cases in the right front.

Abalones in the shell as they are received by Pierce Bros. from the rocky islands of Santa Barbara Channel. Workmen in the background are removing the muscles from their single shells.



Thoroughly washed abalones are emerging from the mechanical washer onto a table for inspection. Note the sign, used to keep each boat's catch separate.



Trimming and slicing abalones. Workers in the foreground are trimming away all but the great muscle, which the two in the background are slicing preliminary to pounding.





Pounding abalone slices into steaks is a highly skilled operation, which is always done by hand by experienced workers. Pounding tenderizes the slices of the great abalone muscle.



Here is the separation of the perfect steaks from the material which is minced for the breaded abalone patties. Steaks go into the parchment-lined boxes and patty material into the stainless steel pan in the lower right.



Here symmetrical patties of breaded abalone are being placed in the cellophane bags which are packed subsequently in consumer packages. The patties are breaded lightly in a special formula of milk, eggs and cracker meal.

For years this material had had limited commercial use, and Mr. Pierce thought that something marketable could be made from this delicious abalone meat.

Patties are Breaded

After a number of years experimenting, he developed his frozen fresh breaded abalone patties. The

too-thin steaks, edgings and broken pieces of abalone are minced in a mechanical meat grinder. This minced, fresh, uncooked abalone meat is then forced under pressure into a metal tube 24" long, and 3" in diameter, called by Mr. Pierce a "core." These cores are stacked in a quick-freezing chamber and frozen solid. The meat remains in these

cores until Mr. Pierce is ready to pack, then water is run over the cores and the meat pops out of the core in a solid frozen loaf—looking much like a white Presto-Log.

This loaf of frozen ground abalone meat is taken to a meat slicing machine and sliced in rounds 1/4" thick.

From the slicer the abalone patties go to girls who dip each slice in a special formula of fresh milk, fresh eggs, and cracker crumbs.

After dipping, four slices are packed in a cellophane bag, and the bag, with four slices is put in an attractively decorated carton. Cartons are then packed in shipping containers, either 12 or 24 to the container, and are handled under low-temperature conditions.

Exclusive sales agents for Pierce Bros. breaded abalone patties is Fortune Fisheries, 440 Battery St., San Francisco, Calif., J. D. Williamson and Bob Cole, principals.

Distributors Enthusiastic

Fortune Fisheries has had many years' experience in marketing sea foods, and Messrs. Williamson and Cole are most enthusiastic about Pierce Bros.' breaded abalone patties.

Said Jack Williamson: "Pierce Bros.' breaded abalone patties do two things. First of all they utilize what was formerly of little merchandisable value. Secondly, they put abalone, a luxury sea food, within the purchase power of a housewife with limited means. Now people can enjoy abalone who never could before. Housewives can secure these appetizing patties in most of the stores handling frozen sea foods in California.

"As far as cooking goes, that's simplicity itself. All the housewife has to do is put the patties in a frying pan with a little cooking fat. They make delicious sandwiches, put in a bun, like hamburgers."

Van Camp Purchases Columbia River Plants

Van Camp Sea Food Company, Inc., has purchased from the Pacific Marine Products Company, Astoria, the fish-canning plants and properties it has occupied under lease for the past 20 years. Value of the transferred properties is estimated at \$100,000.

The purchase included buildings, land, machinery and equipment of the packing plant at Astoria, and the reduction plant Van Camp has operated at Warrenton.

Fortune Fisheries

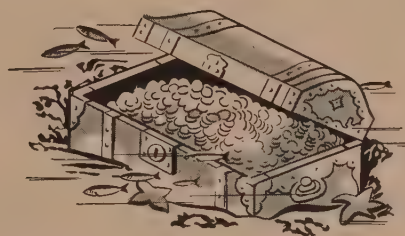
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*We are proud to announce
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ABALONE PATTIES
and
ABALONE STEAKS*



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Robert O. Cole

OLD JOB...

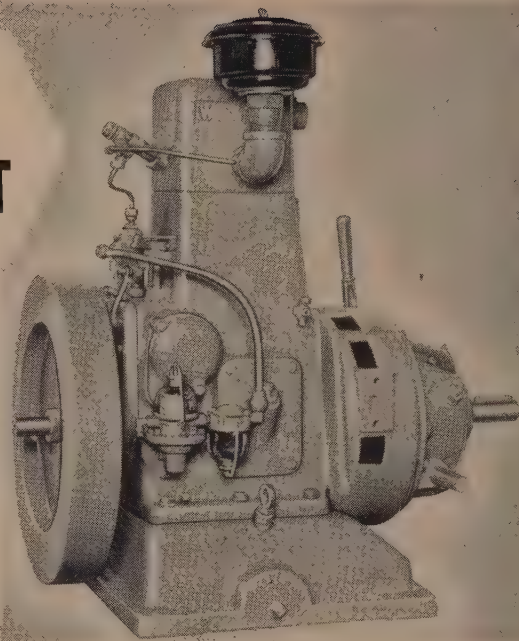
NEW PRODUCT

A new Witte "AD" rated to 6.8 HP 24 hours per day will drive compressor, pump and generator on your boat, as Wittes have been doing since small diesels first were used to do this important job.

The Model ADTC, illustrated, is a vertical, single cylinder, four-stroke cycle Power Unit with 3 1/4" Bore and 4 1/2" Stroke. See your Witte dealer or write for complete information and specifications.

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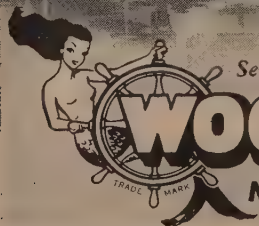
WITTE MODEL ADTC POWER UNIT



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UNITED STATES STEEL

Fishing Fleets use WOOLSEY PAINTS for Rugged, Dependable Performance



Serving at Sea Since 1853

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MARINE PAINTS



*The Viking Fleet
out of Freeport, L.I., N.Y.*

Captain Carl Forsberg operates a fleet of seven fishing boats out of the Viking Docks at Freeport, N. Y. All boats in the fleet are Woolsey painted—Vinyl Anti-fouling on their bottoms and Cawlux Marine Finishes on their topsides, decks, cabin top and cockpit areas. Captain Forsberg has found that with Woolsey, his boats require repainting *not more than once a year* and their bottoms remain clean and free from fouling the year around.

This kind of *super service* has given Woolsey Marine Paints a reputation for extra value, longer service and rugged dependability under all conditions of water and weather. Fishermen know that Woolsey Paints will save them money and give them more fishing time between haul-outs.

Write for free literature. C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., N. Y. 17, N. Y.

WOOLSEY MARINE PAINTS DISTRIBUTED BY: Pacific Marine Supply Company, 1217 - 1223 Western Avenue, Seattle 1, Washington; Oregon Marine Supply Company, 235 S. W. First Avenue, Portland 4, Oregon; Weeks-Howe-Emerson Company, 255 Mission Street, San Francisco 5, California; San Diego Marine Hardware, 1502 India Street, San Diego, California.

FOOD FISH MARKETING

*News and Views of National
Trade in Fish and Shellfish*

Lack of Definite Price Program Shackles Spring Salmon Sales

Confusion and concern stemming from lack of a clearly defined policy on the part of O.P.S. kept canned salmon sales to dribbles during much of the Spring.

Apparently buyers were loath to replace depleted inventories until they could get a clearer concept of what O.P.S. has in mind; and a more distinct delineation of how it will affect the future pattern of food selling.

Whether the percentage-mark-up-above-cost program announced by DiSalle March 28 will clarify the situation and stimulate movement was not yet apparent as this was written.

Of course, there isn't a great deal of salmon to be sold, volume-wise; and not a large selection of species and packages, either, which has a draggy effect on buying interest. Seattle tax date was April 30, and the fact stimulated some movement of goods as that month advanced.

Primary market comment by Pacific brokers showed remarkable uniformity. Here are some examples:

Kelley-Clarke Co.—"The movement has been steady and consistent, if not in carlots . . . This is the traditional season for restocking salmon, and more important this year because of the short supply in first hands—with five good consuming months between now and availability of new pack."

Ivar Wendt—"There won't be any Pinks for five months; and Chum tails are moving remarkably well in competition with Pinks through retail levels."

Oceanic Sales Co.—"The canned salmon market has been rather inactive recently, but . . . from this time on there should be a constantly increasing consumer demand . . . Pool cars are going forward rather frequently . . . Some distributors have been marking time while awaiting the issuance of price regulations,

but it seems useless to wait any longer, especially on canned salmon, which is so nearly cleaned up that it would be useless to try to control it until new pack becomes available next summer."

McGovern & McGovern—"Since the end of the last war the spring months have seen almost identical pictures in the canned salmon market. The normal working stocks of canned salmon in the hands of packers, wholesalers, retailers and chains were competely obliterated. Consequently each succeeding pack has come onto a bare market. The most desirable items have been sucked into this vacuum at a rapid rate after the packs have become available for distribution."

Pacific By-Products Men Advise O.P.S.

Malcolm Goldie, sales manager, specialties division, Van Camp Sea Food Company, Terminal Island; Charles Hester, vice president, Pacific Processing Company, Los Angeles; A. H. Mendonca, president, F. E. Booth Company, Inc., San Francisco; Lief Eriksen, Chatham Strait Fish Company, Seattle; and Donald Saxby, manager, fishery division, California Packing Corporation, have been named members from the west coast of the industry advisory committee to the Fish Meal and Fish Solubles section of the Office of Price Stabilization.

Sought is the adoption of a price ceiling regulation tailored to the industry's specialized needs, and which will take into consideration price relationships with competing products, and also the relationship of prices within the industry, east and west coasts.

Pacific Halibut Fleet Facing Competition From Eastern Fish

Early spring fish trade in New England was marked by suprising landings of Atlantic halibut. Moreover, Boston brokers reported that producers advised they expected this year to double the 1950 production, which is reported to have reached 20 million pounds.

If you double that figure, you have more fish than the American fleet took out of the Pacific last season.

Coincident with the up-surge of Eastern halibut landings, and with the ending of Lent, which is always followed by a sag in fish sales, came a 5¢ cut in the Boston quotes on frozen Pacific halibut. This brought Mediums down to 33¢ and Chickens to 30¢, ex-storage Boston.

Through most of the selling season the going price on frozen halibut, Pacific, ex-storage, Boston, had been 38 and 35¢. These figures were

based on a Coast price of 33 and 30¢.

Whether Eastern halibut landings can hold the pace they set early this year—let alone double the 1950 production—remains to be seen. Apparently there are still a lot of fish left in Davis Strait, and the Nova Scotia, Newfoundland and New England boats know where to find them. Certain it is that they produced a substantial volume of fish mighty early this year, when those waters are rough as a flounder's back and cold as a mother-in-law's kiss.

In any case, it's evident that the North Pacific halibut industry no longer has a monopoly on the supply of this favorite fish; and that while this re-built Atlantic population lasts *Hippoglossus stenolepis* is going to experience some sharp competition from his North Atlantic cousin, *Hippoglossus hippoglossus*.

Copalis Clam Pack 12,000 Cases

A surprise pack of about 12,000 cases of razor clams—best production for the state since 1947—was made in Washington in March. For the two years previous the pack in that state has been nominal.

Clamming was permitted on only one beach—Copalis—and the commercial clam quota was limited to 500,000 lbs.

However, three factors reacted to squeeze an amazing pack out of the quota.

First—The dig actually ran to 600,000 lbs. This was because early clamming was handicapped by foul weather. Then suddenly there was a break and lots of clams were taken. The law requires 48 hours' notice of closure, and by the time this could be given the take ran 100,000 lbs. above the quota.

Second—There was next-to-no-demand for clams for crab bait, due to the disastrous 1951 season, following on the heels of a very poor one in 1950. This left the Grays Harbor crab industry without means or incentive to buy clams for bait when

there were no crabs to be had and none in sight.

Third—The clams taken were exceptionally fat and fine, giving about the best recovery ever experienced on the Washington beaches. When clams are big and fat there is just more meat and less shell in 100 lbs.

Razor clam pricing showed considerable variation, due to the fact that many packers had no sales for a long time and had to shape their ceilings from competitor's quotes. This produced a considerable range in prices. Substantial quantities are known to have sold as low as \$15.35, while other goods are offered at \$16.30.

ABALONE PATTIES— A Brand-New Product

A comprehensive, illustrated article on this newly developed breaded frozen seafood delicacy produced by Pierce Bros. of Santa Barbara, Calif., appears on page 51 of this issue. The product is marketed by Fortune Fisheries, 440 Battery Street, San Francisco.

Too long to be included in Food Fish Marketing, the article nevertheless is of interest to many distributors of frozen seafoods.

A subscription to PACIFIC FISHERMAN at \$3 per year brings much material of interest and value which cannot be included in the comparatively narrow scope of "Food Fish Marketing."

Mexican Pacific Shrimp Prices

Prices quoted, f.o.b. storage, West Coast for Fancy, premium brands, layer pack; April 1:

	Per Lb.
Under 15	68¢
16-20	65¢
21-25	60¢
26-30	55¢
31-42	50¢
43-65	45¢

Note: Rumors were current in Southern California in early April that the traditional 5¢ per lb. spread of counts below "under 15" might be changed under a new government appraisal of price ceilings. While it was expected that the "under 15" would remain firm at 68¢, larger counts might be permitted a higher ceiling than above.

Philippines Again Buying Calif. Canned Fish

The Philippine government is again in the California canned fish market, according to observers. It is reported that that agency has bought large quantities and are negotiating for additional.

There seems to be some interest on the part of export buyers in canned squid but these fish have not showed up in Monterey Bay in canning quantities, the fresh and frozen demand taking care of all that is caught.

Packers are also reported to be wary of packing squid, because it is a cheap item and with the increased cost of cans, labels, labor, etc., the price of canned squid to the buyer will have to be higher than last year.

Stocks of jack mackerel have been cleaning up but a few packers in the Monterey area have limited quantities available.

During the month the export canned fish market was active but limited supplies only were available.

Marathon Features Fish In National Advertising

Marathon Corporation, Menasha, Wis., is selling frozen fish for its customers this spring. Although the company is no food processor itself, but a manufacturer of frozen food cartons and overwraps, its advertising plans assume that "As the Frozen Food Industry Grows, So Grows Marathon."

"Sea-Going Fish Fry," the April 7 advertisement, is Marathon's first in behalf of the growing seafood section of the frozen food industry. The illustration is an appetizing plate of golden brown fried fish, French fries, peas and tomatoes, and the copy tells Post readers to "dish out an ocean-fresh supper tonight . . . just fish out a package of fresh-frozen fish from your grocer's frozen food case."

So that frozen food processors and dealers may "tie in" with the promotion, partial reprints of each ad are available. These are in streamer form, 11x17", and carry only the colorful illustration and headline. A blank space is provided for imprinting the processor's own brand name and trademark. Full reprints of the ads are also available.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Canada Expects Good Sales in U.S. Markets

Prospects for selling Canadian fish in the markets of the United States this year are bright, according to M. B. Bursey, Canadian government trade commissioner (fisheries), New York, in his report to the Fisheries Council of Canada.

"The market recognizes that Canadian fish are of superior quality," said Mr. Bursey. "This high quality should be maintained."

However, he pointed out that present import prices cannot be increased beyond the limits of the general price control regulation which became effective January 27. He expressed the hope that there might be some relief on that score.

"Sales appeal should be kept in mind in regard to packaging fish," Mr. Bursey emphasized. "Frozen fish fillets, for instance, should be packed in a container of a size most fitted to the housewife's needs and of a type attractive to the eye. At the same time the package should be sturdy enough for convenient carrying and storing. The frozen fish that is most readily bought by the American housewife is that which is packaged in an attractively labeled, one-pound cardboard carton.

B.C. Packers Pioneer New Shellfish Product

B.C. Packers, Ltd., will introduce a new product this year—a Birdseye-frozen packed oyster, shrimp and crab item in waxed carton, a companion to the company's Rupert brand fillets.

While this will be in the nature of an experiment this year, and on a modest scale, it will be available to the trade in quantity dependent on the surplus of shellfish available over the regular fresh, frozen and smoked oyster pack.

So far as known, this will be the first product of this kind to be packed on the Pacific coast. Processing details have yet to be worked out, but it is understood that the Birdseye-frozen oysters, crab and shrimp will be put up in a latex or pliofilm bag, in a wax carton over-wrapped in cellophane, suitably labelled.

Most of this pack will probably be handled at the company's big Imperial plant at Stevenson, at the mouth of the Fraser River.

Canned Tuna May Be Scarce Before New Product Ready

Following settlement of the 75-day tuna clipper strike at San Diego, April 5, and resumption of fishing, canned tuna throughout the country appeared to be in fair supply, but with demand, due to intensive advertising and promotion programs, brisk.

It was felt though that canned tuna would probably be a scarce item on grocery shelves before replenishments from new raw fish began filtering into sales pipe lines. It was estimated that there would be no important tonnage received for from 40 to 65 days after fishing was resumed April 5.

Although there had been no interruption in purse seine operations, only a couple of thousand tons had been received to mid-April although, with some 70 vessels engaged, May should see some important deliveries from this source.

The Southern California industry had packed to April 1, 1,464,931 cases since the year started, which was 335,000 cases ahead of the same period last year. The conclusion of the first cycle of trips for 200 clippers, by the end of June should see another 1,800,000 cases added, for a total for six months of 1951 of 3,265,000 cases. This would compare to 3,418,506 cases for the six-months' period in 1950. Thus it is seen the industry will be only 155,000 cases behind by that time.

There were some "ifs" however, to the expected 1,800,000 cases. Concentrated bait seining and fishing by departure of the entire fleet at one time, could upset balances affecting fishing throughout the year.

Peterson Co. Names San Francisco Broker

The Frank B. Peterson Co., Seattle, has appointed Philip Lyons Sales Co., 25 California St., San Francisco, to represent it and its line of Alaska canned salmon in the San Francisco territory.

Southern California Canned Fish Prices

Quoted f.o.b. cannery at presstime.
TUNA

Advertised Brands:

White Meat, Fancy.....	\$17.00
White Meat, C&F	\$14.50-14.75
Light Meat, Fancy	\$15.25
Light Meat, Standard	\$13.00
Light Meat, C&F	\$13.00

Private Label:

White Meat, Fancy	\$14.50-15.50
White Meat, Standard	\$14.50
White Meat, C&F	\$12.50
White Meat, Grated	\$11.00
Light Meat, Fancy	\$13.50-14.25
Light Meat, Standard	\$12.50-12.75
Light Meat, C&F	\$11.50-12.25
Light Meat, Grated	\$10.75-11.25
Light and Dark, blended.....	\$ 8.50

TONNO

1/2s/49	\$15.50
1/4s/100	\$16.75-17.00

MACKEREL

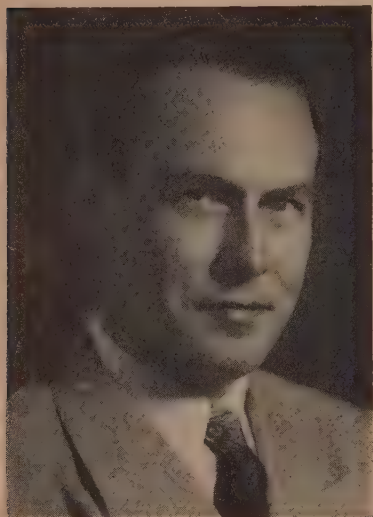
Pacific/tall/48	\$ 6.25- 6.75
Jack, tall/48	\$ 5.00- 6.00

SARDINES

Domestic

Talls, net/48	\$ 4.75- 5.00
Ovals, ts/48	\$ 6.75- 7.00





Robert L. Brechbill of Los Angeles, newly appointed sales representative in Southern California for the Columbia River Packers Association. The Robert L. Brechbill Co. has offices at 1807 East Olympic Boulevard, Los Angeles.

Canada Express Rate Increase Is Denied

Canada's board of transport commissioners has rejected an application from the railroads for higher express rates on fish, to take effect immediately. The proposed new rate increases would run as high as 68%.

The Fisheries Council of Canada strongly opposed the application, which would apply chiefly to shipments of fresh and frozen fish from Canada's prairie and maritime areas. It was argued that "transcontinental" rates applying to British Columbia caught fish destined to eastern markets are actually less than those applying to Alberta caught fish, and representatives of the railroads suggested that this situation might be met by increasing rates from the coast.

Mexico Reduces Duty On Exported Lobsters

Southern California's lobster season ended March 15 with a fair tonnage reported from the principal supplier, Mexico, and from local banks, delivered to San Diego, Los Angeles harbor and Newport Beach. Total for the season was 4,222,000 lbs. in round figures. Of this the camps on the west side of Lower California, cooked and processing for shipping at Ensenada, produced 3,510,994 lbs. Local fishermen landed 710,669 lbs.

On January 11, retroactive to January 1, the Mexican government granted a 75% reduction of the 15% ad valorem export surtax on Mexican spiny lobsters exported. Reason given was that increased competition from Australia and South Africa into the U. S. was making it difficult for the industry to make a reasonable profit, and that the Lower California fishery should be given some relief.

San Francisco

Openly quoted at presstime

SARDINES	
15-oz. tall, natural.....	\$4.75-\$5.00
15-oz. tall, t/s.....	\$5.75-\$6.00
15-oz. oval, t/s or m/s.....	\$6.75-\$7.00
5-oz. nat., 100.....	\$5.65-\$5.90
5-oz. t/s, 100.....	\$6.15-\$6.40
8-oz. buffet, 48, natural.....	\$3.85
8-oz. buffet, 48, t/s.....	\$4.25
8-oz. flat, 48, t/s.....	\$5.40
MACKEREL	
15-oz., tall, natural, 48.....	\$5.00-\$5.25

SEATTLE PRICES

Following prices for Pacific Northwest and Alaska canned fish products are those openly quoted at presstime for this issue. As such, they represent approximate figures at which prices for the several items named were frozen.

Item	Per Case
SALMON	
Sockeyes, Puget Sound, 48/2	\$22.00
Medium Red, 48/2	\$16.00-19.00
Medium Red, 48/4	\$ 9.00- 9.50
Chinook, Std., 48/2	\$14.00-17.00
Chum, 48/1	\$20.00
Chum, 48/2	\$11.50-12.00
ALBACORE	
Fancy, 48/2	\$15.00-16.50
White, Flakes, 48/2	\$12.00
Blended Flakes, 48/2	\$ 8.00-10.00
PACIFIC CRAB	
Fancy, 48/2	\$28.00
Fancy 48/4	\$15.75
KING CRAB	
American, 48/4	\$33.00
PACIFIC OYSTERS	
Buffet, 7 3/4 oz., 24s	\$ 9.00
No. 1 E.O. 10 oz., 24s	\$10.00
No. 1 tal, 16 oz., 24s	\$14.00
RAZOR CLAMS	
48/2, minced	\$15.35-16.30

Italy Ask Mackerel In Talls, Natural

Italy was in the market last month to purchase canned mackerel, talls, natural, from Southern California packers. This however was not a substitute for the scarce canned sardines, as were mackerel requests being received by packers from all over the world.

Evidence that foreign countries were willing to accept mackerel instead of sardines—now that prices are about comparable—was seen last month in the packing by at least two Los Angeles harbor canners of considerable quantities of Jack mackerel, ovals in tomato sauce. This would indicate that, provided the raw material is forthcoming, this may be an excellent year for mackerel.

While the domestic market was not too brisk in March, packers were quoted as saying there were definite signs of an increased demand. Jack deliveries last month were down, while Pacific was extremely short. Quotations for Jack were: \$5.00-\$6.00. For Pacific \$6.25-\$6.75.

MSG Breaks Into Major Fish Product

Monosodium glutamate has crashed into use in a major canned fish field. That's the news in an article on Page 29 of this issue of PACIFIC FISHERMAN, which tells how French Sardine Co., one of America's largest fish packers, is using "Ac' cent" in its "Star-Kist" canned tuna.

Hitherto MSG has been used largely in chowders and oyster stews. Now it enters the broader fish canning field, and in a big way, for American packed more cans of tuna last year than any other product.

The article is too detailed to be included in "Food Fish Marketing," but will be of interest to many readers specializing in the buying and selling of fish products.

New England's New Southwestern Brokers

The Seattle headquarters of New England Fish Company, canners of salmon, tuna and crab, announce the appointment of the following brokers to cover their canned seafoods line in New Mexico and Western Texas: M. L. Murdock Company, Albuquerque, New Mexico, and Western States Sales Co., El Paso, Texas.

To do a better sales job for you in California

3rd largest food market in America!

FRESH • FROZEN • SALTED
SMOKED & PICKLED FISH
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Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

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to get rid of BANANA PEEL DECKS

With either of these 'NOSKID' Products you can impart SAFETY to your decks with a paint brush... a firm footing on wet or dry decks for rubber boots, leather shoes, sneakers and bare feet.

'NOSKID' DECK PAINT

ALL INTERNATIONAL Deck Paints are of the highest quality. INTERLUX 'NOSKID' Deck Paint is made of the same fine ingredients, but with the 'NOSKID' pigment already in it. Just stir and it's ready to use. Wide range of colors.

'NOSKID' COMPOUND

This is the concentrated 'NOSKID' element that may be added to any deck paint to give it a surface that is safe to walk on under all conditions. Simply add it to any deck paint in quantities as directed, stir and apply.

The surface of a 'NOSKID' painted deck is in no way abrasive. It will not cause undue wear of foot gear, and you can lounge on it in bathing trunks in comfort. The rubber-like pigment will not pull out nor does it in any way impair the protective and waterproof qualities of the paint. Send for color card for 'NOSKID' Deck Paint and information about 'NOSKID' Compound.



Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.



In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

'NOSKID' DECK PAINT AND COMPOUND



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Model KL, 105 h.p.



Model KBL, 131 h.p.



Model M, 130 h.p.



Model ML, 145 h.p.



Model MBL, 158 h.p.



Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



Perry Deakin

"For pleasure craft and commercial uses, no other marine engine can compare with a Chris-Craft!" writes Perry Deakin, Detroit, Mich., internationally known race official. "Chris-Craft engines have plenty of smooth power, are economical to operate and easy to maintain. And they're dependable with a capital 'D'. When I officiate at Harmsworth, Gold Cup and other big racing events, I use official committee boats powered with Chris-Craft Marine Engines. You can't beat 'em anywhere!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

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MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Mackerel Fishermen Raise Asking Price

French Sardine Company which, in February had cancelled its mackerel marketing agreement with the Fishermen's Cooperative Association of San Pedro, reinstated the contract in March, again buying mackerel from member vessels of the Co-op, which serves as an agent for its members.

Price of raw mackerel was not affected by the ceiling ruling of January 25, and the asking price was raised January 25 to \$55 per ton for Pacific; Jack \$45.

In late March the Co-op was engaged in forming a tuna marketing agreement which would, if agreed upon, designate the association as the selling agent, with payments for fish made to the Co-op.

John Real, general manager of the Co-op, announced in mid-March that anti-purse seining legislation which had been pending at Ecuador, had not materialized. In his efforts to forestall such discriminating legislation, he acknowledged the assistance of the American Tunaboat Association at San Diego.

He cited it as indicative of the intelligent mutual assistance of the two types of gear, replacing the rivalry of the past between live-bait fishing and netting operations.

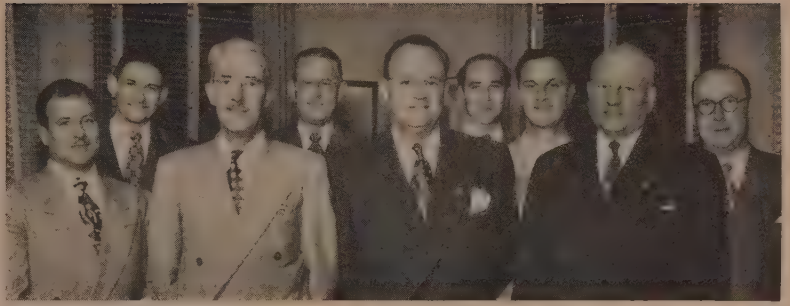
Calif. Tuna Canning Co. All Set for Production

California Tuna Canning Company, headed by Earl M. Nielsen, San Diego was set last month to develop tuna canning on an important scale. The company's labels, considered among the most outstanding in the business were in full production.

When the fleet is currently complete by the addition of new vessels committed to fish for the cannery, it will number 16 clippers and include: *Sea Giant*, *St. Francis*, *North Star*, *Lucky Star*, *Olympic*, *Steven L. Commander*, *Seafarer*, *Jenita*, *Sonia*, *Zarco* and new clippers, *Golden Glow*, *Mona Lisa*, now on maiden trips; and *Crusader*, newly commissioned, the *Helen S.* now building at Harbor Boat & Yacht Company; and a new clipper for Oliver Virissimo, building at Tacoma.

Top brand for Fancy and C&F is "Nielsen's." Two other labels "Sea-Preme" "N & R" are also for Fancy and C&F. "Servmor" is C&F; "Buy Well" is the grated pack. "Cal Queen" is the white meat label.

Many clippers of the fleet sailed after settlement of the tuna strike; in fact, first vessel out, April 5 was the *Sea Giant*.



Gathered at the San Francisco office of The Linen Thread Co. for the annual sales meeting are, left to right—Ernie Falsetta, Marine Hardware Co., Inc., San Pedro; R. E. Saxton, The Linen Thread Co., San Francisco; G. V. Crowe, assistant Pacific Coast manager, The Linen Thread Co., San Francisco; Kenneth McLaughlin, Southwest representative, The Linen Thread Co.; John E. Richardson, Pacific Coast manager, The Linen Thread Co.; R. E. Anderson, The Linen Thread Co., San Francisco; J. A. Zar, Marine Hardware Co., Inc., San Pedro; J. W. Ashley, Northwest representative, The Linen Thread Co.; and Bert Thomson, manager, The Linen Thread Co., Miles Mill, Salem, Ore.

Technologists to Include California and Alaska

Dr. Ray Clough, of National Canners Association, Seattle, is the new president of Pacific Fisheries Technologists as a result of the election at the second annual meeting of this group, held at University of British Columbia, Vancouver, B.C., March 16-17.

Secretary-treasurer is Max Patashnik, of Libby, McNeill & Libby, Seattle. British Columbia representative is Gran Boothby, Canadian Fishing Co.; Oregon, Russ Sinnhuber, Astoria; Washington, M. E. Stansby, of U. S. Fish & Wild Life Service, Seattle.

The meeting decided to have representatives in Alaska and California, and they were appointed—John Dassow, of the Fisheries Laboratory, Ketchikan, for Alaska, and Lionel Farber, of the George Williams Hooper Foundation, University of California, Oakland.

These representatives and officers, together with the retiring president and secretary-treasurer, Dr. Neal Carter and Dr. L. A. Swain, of the Fisheries Experimental Station, Vancouver, B.C., comprise the executives. The group now has 49 paid members.

Crabbing at Standstill

Crab fishing and packing on both Willapa and Grays Harbor were at a virtual standstill late in March because of storm conditions which kept fishermen in port for several days. Few crabs could be found on the market or at the canneries and the Kaakinen Company at Westport reported little or no crabs from their buying station at Port Orford in California.

Union Diesel Offers 24-Hr. Emergency Service

Union Diesel service is now available to all Pacific Coast owners and operators 24-hours per day and 365 days of the year, according to S. W. Newell, vice president of the Union Diesel Engine Company, Oakland, California.

Person-to-person telephone calls to "Emergency Service" KELLG 2-7070 at 2121 Diesel Street in Oakland; Homeland 6-1791 at 7206 Amherst Street in San Diego; Broadway 3618 at 2124 N. 29th in Tacoma; and MAIn 6394 at 3102 Smith Tower in Seattle, will enable boat owners and operators to contract a competent individual who will give their problem immediate and personal attention.

In British Columbia, Union Diesel engines have been distributed for many years by the Burrard Iron Works, 235 Alexander Street, Vancouver, B.C.

This long established policy of the Union Diesel Engine Company provides its customers with available emergency parts and service within a few hours on week ends and holidays as well as during the normal work week.

Although this policy, which includes engineering, services and parts, was originally intended for Union Diesel engines only, it is now offered for all engines.

Veteran Oysterman Dies

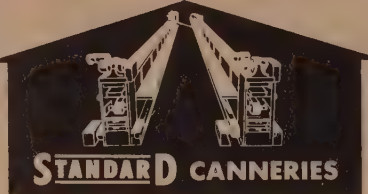
Elbert Pederson, 88, who operated the Willapa Harbor Fish Company, South Bend, for 10 years and for the past 12 years has been engaged in operation of the Pederson Oyster farms, died in a Raymond hospital March 29.

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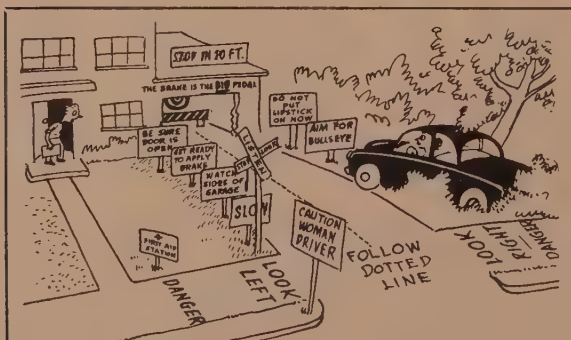
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New Partners Enter James Farrell & Co.

James Farrell and Arthur T. Lee, as of May first, disposed of their partnership interests in James Farrell & Co., factors in the marketing of fish oil, fish meal, condensed fish solubles, and vitamin oils. Harold A. Ellis and Walter C. Hanson became partners in the firm, whose senior partners are Walter Madigan and Floyd E. Ellis.

Mr. Farrell will continue actively with the company which bears his name, and which was founded in 1920. The firm ranks as the oldest Pacific house devoted to the marketing of fish reduction products.

Mr. Lee's further plans are in a different type of business.

Harold Ellis has been active in the firm's San Francisco office for 18 years; and Mr. Hanson, in the Seattle office for 14 years.

Floyd E. Ellis and Walter Madigan have been intimately associated with the marketing of Pacific Coast fish reduction products since the early days of the industry.

Present partners will continue unchanged the policies to which James Farrell & Co. have been devoted throughout the entire history of the fish reduction and marine products business on this Coast.

"Far Famed" Names Clipper as Well as Brand

Far-Famed, top tuna brand of West Coast Packing Corporation, Long Beach and San Diego, is now on the high seas, painted on the bow of a tuna clipper. When Skipper Laurie Massa and associates sold the *Conte Bianco* to Serefino "Fifi" Parmagiani and associates, the name was changed to *Far-Famed* so that the new 127' steel clipper at National Steel & Shipbuilding Corporation, San Diego, could take that name.



Capt. Frank M. Medina, shown at the wheel of the *Sea Lark* as he brought her to Westgate-Sun Harbor Company, San Diego, to unload 583 tons, greatest single fare ever delivered, March 13. Frank Medina, as skipper-owner of the *Bernadette* was considered one of Southern California's top tuna captains. He risked his reputation to temporarily give up his own hook-and-liner to take out the 166' former ATR on her maiden voyage, and won in a 90-day voyage to equatorial banks. The entire tuna clipper personnel, held in port by a strike, when the *Sea Lark* arrived, enthusiastically acclaimed Medina's great feat. Following unloading, the vessel, owned by Global Fishing Company, Seattle, went north for service as a salmon mothership in Alaskan waters. *Sea Lark* is propelled by a 1600-hp. opposed piston Fairbanks-Morse diesel, and has two 165-hp. Superior diesels for auxiliaries.

This Carrier system, at left, supplied by Felix Powers, C. E. Howard Corporation had the responsibility for preserving the record tuna load of 583 tons. Here are shown three 6 cyl. V-type Carrier compressors, 3¼ by 2¼, direct driven by 30-hp. motors at 1170 rpm. The compressors are oil-cooled, have low and high pressure cut-outs, force feed lubrication and, for simplicity in replacement, slip cylinders.

Van Camp Improves Plant In Strike Lull

Van Camp Sea Food Company's San Diego cannery was taking advantage of the lull in deliveries due to the long strike, to completely re-floor the plant with concrete, thus improving the drainage beneath each table, and to regroup the packing lines for more efficient operations.

Also the company was tearing down what used to be the old mackerel pier—used in recent years for unloading Albacore—and building a new unloading pier which will accommodate four clippers simultaneously. The structure is to be 410' long; 21' wide. Two new flumes will connect to the main system, making five flumes in all to the thawing tanks.

Out-of-Season Sale Of Crab Proposed

California State Senator A. W. Way, Eureka, has secured committee approval of a bill permitting the sale and distribution of frozen and cooked crabs after the season for catching them has closed.

His bill was given the green light by the California Senate fish and game commission last month.

A fishing industry spokesman said this measure would enable processors to stockpile crabmeat during the open season and sell it the year around.

J. D. Martinovich, Monterey purse seiner was back in San Pedro last month with a fare of 90 tons of Skipjack, taken in two weeks' trip.

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B.C. Whalers Start 1951 Campaign Early

Whaling operations in the North Pacific by B.C. Packers, Ltd., got away to an earlier start this year, with a part of the killer fleet represented by *Bouvet II* and *Nahmint* leaving the shore station at Coal Harbor, northwest Vancouver Island, in April.

The more intensified operations were not to commence until arrival of the recently acquired *Polar V* and *Globe VII*, which were operated by their former owners in the Antarctic last season and are now on their way to this coast.

Until all five vessels of the killer fleet are in service, the Coal Harbor plant will have about one-third of its normal crew on duty.

The company is expanding its processing facilities 25 to 30% this year, and there will be some increase in production of whale solubles. Vancouver Machinery Depot and Letson & Burpee have built another big cooker similar to the one they fabricated last year, and in addition the plant will have the two smaller Norwegian cookers.

Hec Cowie will be in charge of the shore operations this year, suc-

ceeding Douglas Souter, who is now manager for B.C. Packers in the northern area, based at Prince Rupert, where among other developments the company is building a \$200,000 herring plant.

Anchor Firm Signs With Longshore Union

The Anchor Fish Co. and the I.L.W.U. reached a mutually acceptable contract agreement recently in Juneau for the 1951 season, subject to the approval of controls as may be prescribed under the new wage-price controls. As soon as regulations covering the wage freeze are stipulated, the new contract will become effective. Any adjustments that may be prescribed under the new orders will be made.

Conditions of the contract have not been made public, but working conditions, rates of pay and piece work rates are covered in the new contract. Don Milnes is the owner of the Anchor Fish Co.

Pak-Shaper Added

The South Pacific Canning Co. of Long Beach, Calif., of which Mel Marsh is general manager, has installed a Carruthers Pak-Shaper in the cannery's tuna line.

Schoettler is Appointed To Sockeye Commission

Appointment of Robert H. Schoettler, Washington state director of fisheries, as a member of the International Pacific Salmon Fisheries Commission was announced in Washington, April 2, by President Truman.

Mr. Schoettler succeeds to the vacancy created by the death last fall of Alvin Anderson, whom he also succeeded as director.

This continues the tradition that the State of Washington be represented on the commission by its director of fisheries, as well as by a representative of the public.

The American membership on the commission is now filled, consisting of Edward W. Allen, Seattle attorney; A. M. Day, director of the U. S. Fish and Wildlife Service; and Mr. Schoettler. However, Mr. Allen is known to have asked a year ago to be relieved from the commission. At presstime no action had been taken by the White House on State Department nominations for the position, and the Sockeye salmon season of 1951 is drawing close.

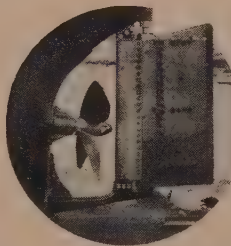
E. W. Lockwood, Wilbur-Ellis Co., San Francisco, is back from a business trip to Chicago, New York, and other points, visiting Eastern buyers.

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Propeller Shafts. This 6½ in. dia. shaft, still in use after 20 years of steady service, shows surface wear of less than 0.002 of an inch per year.

HERE: Tanks made of Monel, to last for the life of the boat. Corrosion-resistant Monel withstands attack of salt, fresh, or bilge water and doesn't react with gasoline to form clogging gasoline gums. And remember, ripping up the deck to replace a leaking, unsafe tank can cost far more than the slight extra expense of a strong, welded Monel tank.

HERE: Pump Rods and Shafts made of Monel are standard equipment on many of the best-known makes of fuel, cargo, and engine-cooling pumps. Monel shafts on bait tank supply pumps have lasted 12 years without failure.

HERE: are some other good locations for Monel... rudder and rudder post... stationary rudder fairwater... assembly

bolts for keel, keelson, deadwood, and engine beds... gudgeon and pintle bushings.

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Due to increased defense production, many strategic materials are hard to get. But, when the present emergency ends, your marine supplier will again be able to fill all your needs for Monel.

Meanwhile, if you wish more information on Monel applications; or, if you have a corrosion problem on your boat, drop a line to Inco's Marine Sales Section.



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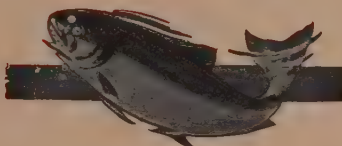
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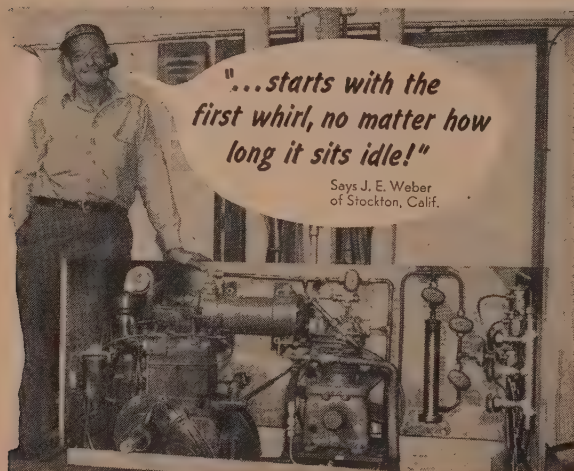
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with day-long comfort in this
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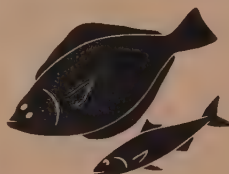
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- ★ STAY-TITE WOOD PRESERVATIVE—prevents dry rot and growths.
- ★ STAY-TITE MILDEW PROOFING—stops mildew and fungus.
- ★ STAY-TITE WATERPROOFING—for canvas and fabrics.
- ★ RUSTGO—Rust Remover.

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American Whaling Resumes Out of Humboldt Bay

Whaling operations got off to an early start out of Humboldt Bay when the whaler *Lynn Anne*, skippered by Captain Bud Newton, took a 40-ton sperm off the Humboldt county coast in sight of Table Bluff. Harpooner Don Gamble fired the shot, and within a few hours the whale had been landed at the Fields Landing plant of Maritime Industries, operated by Herman Foland and Gilbert Hunter.

The catch marked the first activity in the American whaling field since September, 1949, when fire destroyed a portion of the reduction plant. Prior to that time Hunter and Foland had operated successfully out of Eureka for nearly three years, taking and processing hundreds of whales.

Foland and Hunter operate the two whalers, *Lynn Anne* and *Dennis Gayle*.

Under the terms of the federal license, sperm whales may be taken the year around, other species being regulated by seasonal factors. On the California coast the most active season is between early April and November.

Weissich Crab and Fillet Facilities Improved

Improved facilities for speeding up production have been installed recently by the Theo Weissich Fish Co. at Eureka.

Chief among the new improvements is a 30-hp boiler, with three times the capacity of its predecessor. The boiler, a Birchfield Automatic, was installed by the Eureka Boiler Works at a cost of around \$6,000.

The new boiler, Mr. Weissich points out, will enable the cooking of whole crabs and facilitates picking at the same time.

The other principal improvement is the conversion of the plant's Package Machinery Co. FF model wrapping machine, to use waxed paper as well as cellophane, with either type of wrapper almost instantly available through a different setting of the apparatus. Still another change is planned on the wrapping operations, to enable perforation of the date a package is wrapped and other data.

Six dragboats are currently working for the Weissich firm and a large number of crab boats operating out of Humboldt Bay are delivering regularly to the plant, keeping a staff of from 55 to 60 persons employed most of the time.

Wash. Fish & Oyster Packs 20,000 Cases Albacore

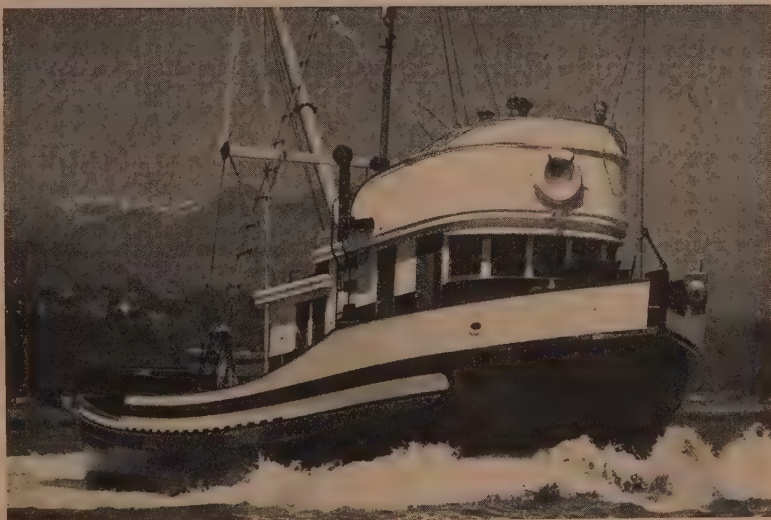
The Washington Fish & Oyster Co. has just wound up a pack of 20,000 cases of Albacore in the plant it leased from the Bering Sea Codfish Co., Pier 92, San Francisco. Thomas M. Miller was superintendent in charge of the tuna packing operations.

Washington Fish & Oyster Co. is planning on operating the plant on Albacore again next season. The plant worked about five months during 1950-51, packing all local caught Albacore.

Salmon Cannerys Install Belt-Ice Machines

Belt-Ice Distributors, Inc., Seattle, Wash., announce the sale of Belt-Ice Makers to the following concerns: P. E. Harris Company, Inc., a 5-ton machine for installation at their salmon cannery at False Pass, Alaska; the Red Salmon Company, a 5-ton unit for their Naknek, Alaska, cannery; Hydaburg Cooperative Association, a 10-ton machine for their salmon cannery at Hydaburg; a 5-ton unit for J. M. Law, Tonino, B.C.; and a 10-ton machine to George E. Mitchell Refrigeration, Ltd., Vancouver, B.C.

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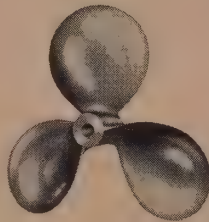
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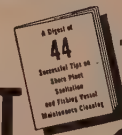


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P.O.F.I. Advisors Meet in Honolulu

W. Wade Ambrose, president, Westgate-Sun Harbor Company, San Diego, as chairman, led a delegation of fish packers to Honolulu in late March for a three-day meeting of the Tuna Advisory Committee with officials of the Pacific Oceanic Fishery Investigation. Other delegates were Donald T. Saxby, manager, fishery division, California Packing Corporation, San Francisco, and Thomas F. Sandoz, president, Columbia River Packers Association, Astoria.

Other members of the committee unable to attend the meeting were: Henry Niemela, Columbia River Fishermen's Protective Union, Astoria; Harry F. Cary, general manager, American Tunaboat Association, San Diego; James Waugh, president, Cannery Workers Union of the Pacific, AFL, Terminal Island; John Real, manager, Fishermen's Cooperative Association, San Pedro; and Alan Davis, president, Hawaiian Tuna Packers, Ltd., Honolulu, the latter being represented by Herbert D. Hart of the same concern.

Dozen Salmon-Tuna Boats are Refrigerated

At least a dozen—maybe more—Seattle fishing vessels of the salmon troller, tuna jig and crab boat class are being equipped with mechanical refrigeration this spring, according to Lee Wakefield, Jr., of Electromatic Sales and Service, which is equipping the craft with ice-holding system employing Dole refrigeration holding plates in place of conventional coils. These plates are installed under the deck beams.

Boats being so equipped are: *Spawn*, *Vider II*, *Kiska*, *Majestic*, *Don A.*, *Julie Mae*, *Ample II*, *Valor III*, *Solar*, *Supreme*, *Banner* and *Margaret I*.

The installations aboard the vessels are not planned for the purpose of freezing fish, or even of holding the fish under mechanical refrigeration; but serve essentially to keep the boat's ice from melting until the catch is made and the fish packed in ice.

Fire Hits Fish Firms

Damage estimated at \$75,000 was caused by fire at the B.C. Packers plant at the foot of Campbell Avenue, Vancouver, B.C., February 27. Adjoining offices and warehouse of B.C. Trawls, Netting & Cordage, Ltd., operated by Boyd Shannon, were also damaged to some extent.

Ecuador Fishing Permits Sharply Increased

New Ecuador fishing license for American vessels have been announced which materially raised the one-trip permits for tuna clippers, effective Feb. 23, 1951.

Permits that have been in effect for some years had a sliding scale: First trip, \$8.50 per net ton of the vessel; second, \$7.50 and all succeeding trips in one year, \$6.50. The new regulation calls for \$12.00 per net ton all trips.

Registration permits were also raised from \$100 to \$200. These permits must first be obtained before a vessel may apply for a one-trip license to enter Ecuador's waters and particularly the "area of vigilance" at the Galapagos Islands. The latter is often requested, which is permissible, by radio.

F. E. Booth Gets Tuna At San Francisco

Alert, long absent from Southern California, but a familiar tuna clipper in the early days, showed up at San Diego last month with a load of tuna, enroute for delivery to F. E. Booth Company, San Francisco.

The wood vessel, built in the late '20s at San Diego Marine Construction Company for Japanese interests, had been fishing off Puntareanas, Costa Rica, transshipping tuna north to the extent of 600 tons. The present skipper is Joe Kristensen.

When World War II broke out the vessel was fired on and riddled by bullets off Costa Rica by U. S. planes from the Panama Canal, and was towed there in sinking condition. She was taken over by the navy but remained idle for years.

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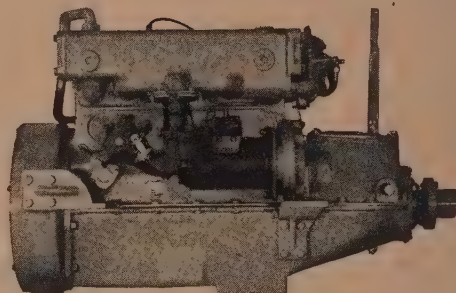
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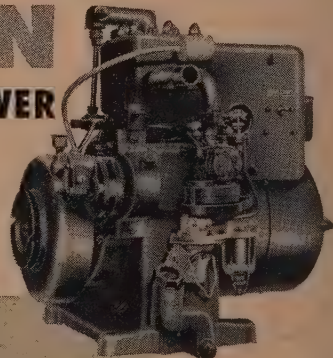


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The "Jim Melton" (left) is one of many work boats equipped with an Onan Electric Plant.

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Converting Sailboats To Power

Whether Bristol Bay sail gillnetters could be satisfactorily converted to power boats has been a subject for discussion ever since the possibility that powerboats would be allowed on The Bay appeared on the regulatory horizon.

There have been a lot of arguments one way and another, but Capt. John Joncich of the freezer-ship *Pacific Queen* thinks there is only one real answer—and that is affirmative, providing the boats are in good condition to begin with; and providing you are willing to spend something to do it.

In March, Johnson Manufacturing Co., Seattle, converted the *Pacific Queen's* seven gillnetters to power. They were built two years ago and were thoroughly sound. The after 8' was cut clear away, and a new keel, transom stern timbering and frames fitted. The original planking was removed to the first butt on each strake forward of the cut-off, and new mahogany planking was applied. (The old planking was fir.) Stern lines are semi-tunnel.

A small house was built forward and the boats were equipped with

LH-Master Lathrop gas engines working through 2-to-1 reduction gears. The engines were purchased through H. G. McLaughlin Co., Seattle, and are equipped with Briggs oil filters and Sendure heat-exchangers. They turn 20" Coolidge wheels.

The finished boats are 31.5' overall, and proved fast and able on their trials.

The boats are fitted with four chain plates so they may be hoisted aboard the mothership. They have engine and helm controls in the house and on deck as well.

Beaton Named to Fish and Game Comm.

Roy H. Beaton, executive vice president, California Fish Cannery Association, and Eugene D. Bennett, San Francisco fishery attorney, have been named as members of a permanent state-wide committee on fish and game, by Governor Earl Warren. Another member is Emerson Spear, well known yachtsman and president, Pacific Wire Rope Company, Los Angeles.

Third Cold Storage Opens at Ketchikan

A third cold storage opens this spring on the Ketchikan waterfront, the plant of E. C. Phillips & Son, which will have storage capacity for 750,000 lbs., with daily freezing capacity for 28,000 lbs.

Mr. Phillips this season observes his 25th anniversary as a fish buyer at Ketchikan. His son, Clifford, entered the family business when he left the Army at the end of World War II. The company has been one of the leading buyers at Ketchikan for years, and this season will have its own small, but modern freezer and storage. Three Vilter compressors handle most of the Phillips' refrigeration load. There are two fish hoists manufactured by Star Machinery Co., Seattle.

Golf Trophy for ATA

Copper-Bessemer Corporation, through its marine sales and service representative, Nicholas B. Bobrick, last month presented the American Tunaboat Association with a large perpetual trophy for the organization's annual low gross golf tournament, this year staged at San Diego, May 4.

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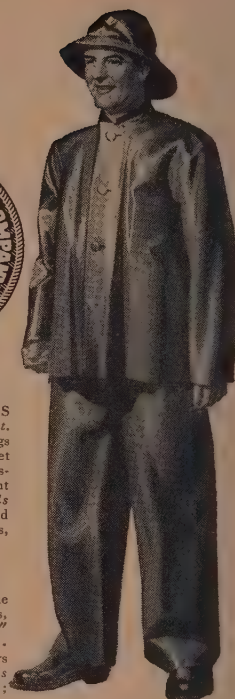
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RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.



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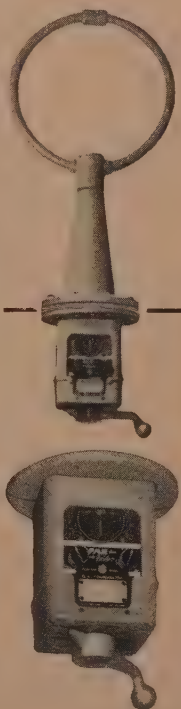
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Steel "Challenger" Sails On First Tuna Trip

The new 124' steel tuna clipper *Challenger* left Avondale Marine Ways, New Orleans, late in March for the Panama Canal and her maiden fishing trip to equatorial banks, the fare to be delivered to French Sardine Company. Skipper was Manuel Luz; the crew numbered 14. Lewis L. Livesley, Los Angeles, is managing owner.

Challenger is a sister clipper to Charles Kaufman's *Gulf Star*, which was commissioned earlier. Both hook-and-liners can carry payload of 250 tons of tuna. The *Challenger* had been scheduled to sail earlier from New Orleans, but departure was held up for some time awaiting settlement of the tuna engineers' and crews' strike at San Diego.

Tenneson is Grandfather

John T. Tenneson, president of the Superior Packing Co., the Pyramid Fisheries Co., and the Columbia River Salmon Co., became a grandfather in January, when a son was born to Mr. and Mrs. John T. Tenneson, Jr., at Astoria, Ore., where the baby's father is vice-president and general manager of the Columbia River Salmon Co.

Oxnard Sardine Trade Tops 30,000 Tons

Port Hueneme, 90 miles north of Los Angeles harbor received better than 30,000 tons of sardines during the 1950-51 season, according to R. R. McKenzie, Oxnard Harbor District manager. Most of the sardines were trucked to fish-starved plants at Monterey.

The port, largely owned by the navy, but with one large dock available for commercial purposes, is still trying to interest fish cannery in building canneries on the industrial site available south of the dock area.

Operating at nearby Oxnard last season were two sardine canneries, San Carlos Packing Company and Malibu Canning Company.

\$150,000 Damage From Fire on Tuna Boat

City of San Diego, 124' wood tuna clipper, caught fire in a San Diego yard last month and was so seriously damaged it will cost \$150,000 to repair her. The blaze, said caused by sparks from a welder's torch, and rapidly spread by an oil scum around the hull, burned for eight hours before coming under control. Vessel is co-owned by her skipper Anibal Freitas.



Tomas de Rueda, Jr., is a builder of shrimp trawlers at Mazatlan and operator of the Salvamentos y Remolques, S.A., a company which is an agent of the Pacific Towboat & Salvage Co., Long Beach. The latter company recently sent to Mazatlan for tow and salvage operations the "Amigo" and within the past month or so, the "Pacific Salvor," renamed the "Salvador." Both tugs have already completed a dozen or more salvage operations on fishing boats off the Mexican coast. Mr. Rueda has during the past year completed nearly 10 trawlers, using the Guaymas style of shrimp net.

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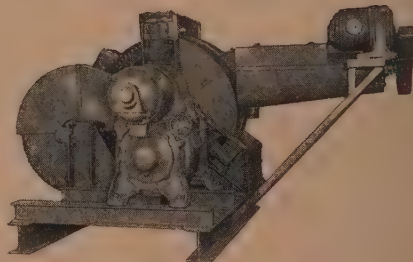
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LINEs and LEADERS

Bludworth Marine Re-Opens Office in Portland

Bludworth Marine Division of National-Simplex-Bludworth, Inc., manufacturers of precision electronic marine navigation equipment for over 25 years, takes great pleasure in announcing the appointment of J. J. Gilmore as dealer and service representative in the State of Oregon.

Mr. Gilmore, better known as "Jerry" to his many friends in the yachting, fishing and commercial ship field, has lived in the Portland area for the past 15 years. Jerry came to Bludworth Marine in 1943 during the war when Bludworth Marine was making thousands of installations of direction finders and echo depth sounders in the World War II merchant marine fleet. He became manager of the Portland office and was afterwards transferred to the Seattle office where he became the divisional west coast sales and service manager. Jerry left this assignment in 1950 when he decided to go into business for himself.

Ship owners, fishermen and yachtsmen will be glad to know that in addition to the Seattle office, Mr. Gilmore as the Oregon dealer for Bludworth Marine will be ready to serve their needs in sales and service on radio direction finders, echo depth sounders, radar, and radio telephones.

Extra-Sensitive Direction Finder Developed by PAR

Of interest in vessel communication equipment is the Radio Direction Finder announced by Pan American Radio Corp. It is known as the PAR-finder "90" and is a complete three band D. F. with heavy duty outside loop in lengths up to six feet above deck. The separate receiver is extremely selective and sensitive. It has a built-in variable tone filter which sharply decreases the background noise and allows even distant stations to be heard under adverse conditions. Three bands are incorporated: beacon 200-500 kc which includes the new beacons between 200-250 kc in addition to regular marine and aircraft beacons. The marine band has a range of 2000-6500 kc while the broadcast has an extended range to 1650 kc. The dial is very large and precision vernier tuning actually expands each band to over five feet, making station selection very easy and accurate. Two crystal controlled channels are also provided.

The control unit is actually the extension of the loop casting base throughout the upper deck. A combination null and sense meter allows continuous carrier signals to be heard even at clearly defined "null point" on meter. A very positive, and easy to use visual sense indication eliminates 180 degree error. Reflected errors from vessel rigging may be compensated up to 20 degrees and bearings are indicated on the twin compensated degree scale. Very fast, accurate, and true bearings are possible, even to the new operator. Power is supplied from a separate long life dynamotor unit connected direct to the vessel batteries. No dry batteries or vibrators are used. Units are made for 6, 12, or 32 volts dc.

Cummins Pacific Managers Attend Special Meeting

Regional Managers of Cummins Engine Company, Inc., at Columbus, Indiana, recently held a special three-day meeting at Indianapolis.

The managers of the nine Cummins regional liaison offices and factory sales executive personnel met to discuss the Cummins selling program. One of the most important topics was Cummins' role in the nation's mobilization program, which was outlined by Mr. Beck.

Pacific men in attendance at the three day meeting included: C. J. Wilhite, Northwest Regional Manager, Seattle, A. S. Leonard, Southwestern Regional Manager, Los Angeles.

The American Can Company, at 50th anniversary observances in New York March 19, was cited by the National Canners Association for distinguished service through outstanding contributions to the canning industry and to a higher standard of living for the American people. C. H. Black, president of the company, at the right here, accepts citation from Carlos Campbell, executive secretary of NCA.



30 Standard Marine Stations Serve Alaska

Keeping pace with the growing importance of the Alaska fishing industry, the Standard Oil Company of California marine outlets and service have come a long way since the company opened its first marketing facilities in Nome before the turn of the century.

Today, some 30 stations, situated from Southeast Alaska through the Aleutian Chain and Bristol Bay, are available for the convenience of Alaska fishermen.

Kerosene and candles were the first main products for sale, today many petroleum products developed for the marine trade are sold.

In addition to the service available through marine outlets the "M/S Alaska Standard" and its running mate, the "M/S Chevron" have become welcome sights to many an Alaskan as they go back and forth serving coastal towns as well as out-of-the-way locations where other means of transportation would be out of the question. This service was established by Standard over 35 years ago. The "Alaska Standard," however, is the veteran of the trade—having been on this run since 1924.

Besides its Alaskan outlets, Standard has some 54 more marine stations in the Puget Sound area and coastal Washington, making its products and services available to the fisherman from the time he leaves Seattle area until he returns.

Caterpillar Raises Mordini To Engine Sales Supervisor

Promotion of Waldo J. Mordini to the position of engine sales supervisor for Caterpillar Tractor Co.'s western sales division is announced by B. L. Hagglund, the company's western sales manager.

Mordini, who headquarters at San Leandro, Calif., has had experience in service, sales engineering and sales with Caterpillar that qualifies him for his new position in the West.

J. J. Simko, for the past six years in charge of western division engine sales, has been promoted to assistant manager, sales engineering division of Caterpillar Tractor Co., with headquarters at Peoria, Illinois.

RCA Issues Booklet and Map

Details concerning their world-wide marine radio and electronic service facilities are described in a 12-page, illustrated booklet just issued by Radiomarine Corporation of America, a service of Radio Corporation of America.

Radiomarine offers expert marine radio and electronic service in 30 principal United States ports, and in 20 foreign countries through RCA International Division and Radiomarine foreign affiliates.

Also included is a 2-page map showing the location of all Radiomarine service depots and marine coastal radio stations with their addresses, 24-hour telephone numbers and managers' names. Copies of this handy reference booklet are available, upon request.

Universal's Compact Folder Presents Engine Data

Universal Motor Company has announced the release of a new accordion-type folder on marine engines. The folder, Universal's form BLE-1, is an eye-catcher and illustrates the complete line of Universal marine engines from 8 to 145 hp.

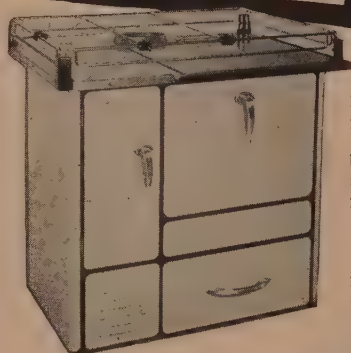
Entitled "Choice of Seasoned Boatmen," the folder also includes specifications on all Universal marine engine models.

A copy of this new folder can be obtained by writing the Universal Motor Company, 321 Universal Drive, Oshkosh, Wis.

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"Caterpillar" Sends Hopkins To Seattle Sales Post

Thomas A. Hopkins, engine sales representative for Caterpillar Tractor Co.'s western sales division since early 1949, has been promoted to district representative with headquarters at Seattle, it is announced by B. L. Hagglund, western sales manager.

In his new position Hopkins will work with the following Caterpillar distributors and dealers: Finning Tractor & Equipment Co., Ltd., Vancouver, B.C.; Northern Commercial Company, Seattle, distributors for Alaska and the Yukon; Western Tractor & Equipment Co., Seattle, and Barnett Implement Co., Mount Vernon, Wash.

Hopkins is a native of Salt Lake City and a graduate of the University of Utah. He has had extensive experience in both research and the sales of Caterpillar products, particularly in the field of Diesel engines and electric sets, and this experience will be invaluable in his new assignment in Washington, Alaska and British Columbia, where the Diesel engine business is expanding rapidly.

Merchants Refrigerating Co. Names Frane Plant Manager

Arthur N. Otis, president of Merchants Refrigerating Company, has announced that John B. Frane will be manager of the company's new warehouse at Hopkins, Minn.

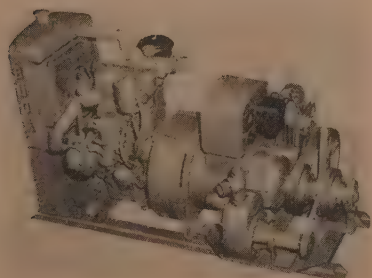
Mr. Frane is an experienced warehouseman having spent over 25 years in the industry, and is thoroughly familiar with all phases of warehousing.

Until the plant is completed, Mr. Frane will have a temporary office on the building site on West Lake Street and Monk Avenue, Hopkins, Minn.

Universal Motor Co. Studies South American Market

E. A. Henderson, vice president, Universal Motor Company, Oshkosh, Wis., recently made a 40-day tour of 10 Latin-American countries. Universal's president, Ralph G. Klieforth, described the tour as part of Universal Motor Company's sales promotion and dealer relations program. The entire trip was made by air and covered Cuba, Venezuela, Brazil, Uruguay, Argentina, Chili, Peru, Ecuador, Panama and Mexico.

This new marine diesel engine utility unit is announced by the Buda Company. It is a combination generator set, air compressor and bilge pump, adapted to a wide variety of applications on fishing vessels. It is powered by a Buda 2 cylinder industrial type Diesel engine, which drives a 3 kw. generator, 90 gpm. pump at 15' head, and a compressor working to 250 psi.



Henry D. Bahr has been appointed Manager of the Service Department of Enterprise Engine & Machinery Co. He was previously Enterprise's Far Eastern service representative in the Philippines. He has been associated with the diesel industry since 1937 and holds a marine engineer's certificate.

Washington Stove Names Carlon Seattle Manager

Jack Lewis of the Washington Stove Works announces the addition of A. C. Carlon to the Washington Stove sales staff, as manager of the Seattle branch. Mr. Carlon will handle the Washington Stove affairs in and around the Seattle area and will work very closely with Mr. Lewis. He has had many years of experience in the appliance field—formerly with G.E.—and Mr. Lewis feels that he will be a valuable asset to the sales staff.

The Washington Stove Works' Seattle office is at 427 Westlake North.

Horizontal Centrifuges Described in Bulletin

Operating principles and applications for two types of high speed horizontal centrifuges to continuously remove solids from slurries and suspensions are fully explained in a bulletin just released by The Sharples Corporation, Philadelphia, Pa. Operation of both types of centrifuge is based on application of high centrifugal force for separation, in combination with an internal screw conveyor for continuous removal of solids.

The bulletin is designed to permit direct comparison of design and function of both centrifuges, the PN-14 Super-D-Canter which is equipped with a conical rotating bowl for handling of firm-bodied or crystalline type solids and the PY-14 Super-D-Canter with a cylindrical bowl for handling relatively soft or plastic solids, such as those encountered in fish reduction processes, where this type is employed.

A copy of Bulletin No. 1254 may be obtained by writing direct to The Sharples Corporation, 2300 Westmoreland St., Philadelphia 40, Pa.

Evans Adds Capacity

New capacity for fishermen has been the winter work at the Evans Engine & Equipment Company, General Motors Diesel distributor, Seattle.

The company has doubled its dock facilities to accommodate the many fishing vessels which are using General Motors diesels. The new docks provide working space for overhaul as well as new installation and the new piers are full to capacity at press time.

New Nordberg Engines' Details in Bulletin

Publication of a new 16-page, two-color bulletin describing four new and improved Nordberg Gasoline Marine engine models the "Knight," "Marlin," "Arrow," and "Bluefin"—which were just introduced, is announced by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.

These four new models have been developed as a result of the experience gained from the hundreds of Nordberg marine installations made since this heavy duty engine line was introduced in 1947. Using the three former Nordberg engine units as a basic design, these four new models incorporate all the time-tested and proved engineering features of their predecessors, plus many new improved design features which provide economical, dependable power for all types of craft within the ranges of 80 to 145 usable horsepower.

Package Machinery Offering Film-Sealing Attachment

Package Machinery Company of Springfield, Mass., is exhibiting a Model FA wrapping machine with a new all-purpose film sealing attachment. This unit can be used to produce an over-all seal on films of the true thermoplastic variety, such as Polyethylene, Pliofilm and Saran, and also films such as MST cellophane and acetate. Sealing speed on any of the thermoplastic films is up to 75 per minute, depending on the package and feeding conditions.

Nordberg Auxiliary Diesels Featured in Bulletin

Construction and operation features of the Nordberg four-cycle, one-cylinder and recently introduced two-cylinder, vertical, mechanical injection, Type 4FS Diesel engine are contained in new two-color bulletin published by Nordberg Manufacturing Company, Milwaukee 7, Wisconsin.

Nordberg 4FS Diesel engines are offered as complete, self-contained, ready to operate electric generating sets, pumping units and with clutch or stub-shaft power take-off for direct connection or belt drive. The bulletin illustrates these various engine applications and gives kilowatt ratings and pumping capacities of the different models.

Newly-Designed Models In Akervick Gurdies

Henry Akervick, head of the Akervick Bros. Machine Works reports that he has redesigned his salmon gurdies.

The Akervick gurdies, long regarded as one of the best on the market, have been modernized and have undergone some design changes. Users report that the new improvements are more than satisfactory.

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Greater Allocations of Nylon For Fishnets Needed

"Fishermen want nylon nets and that is all there is to it," according to Joseph F. Shea, net manufacturer of East Haddam, Connecticut. "I am constantly prodding Brownell and Company for more Nylock nylon thread in order to meet the demands of my customers. However, the basic problem is that insufficient amounts of nylon filament are being allocated to our thread suppliers for this important food industry. Neither the net manufacturer nor the processors of Nylock nylon thread are to blame. The poundage presently made available for commercial fishing use is insignificant as compared with the need."

Other net manufacturers bear out Mr. Shea's contentions and agree that fishermen know that Nylock nylon nets catch more fish and consequently they want them above anything else. One net manufacturer points out that he has had to turn away more bona fide orders than he has been able to accept with the limited supply of nylon.

N. C. Brownell reports that his concern receives "from 100 to 300 inquiries a week from fishermen, most of which have to be rejected. W. S. Heminway, president of Heminway & Bartlett Manufacturing Company, developers of the specially



Joe McClearn (right), manager of the yacht and industrial department, International Paint Company, New York, chatted with Art Pegg, Jr., of the International Paint agency in San Pedro while on the final stages of his recent trip to the Pacific Coast. In company with Chet Owen, Pacific Coast representative of the division, McClearn called on agency and distributor outlets, including the International Sales Corporation, Seattle; Morse Hardware, Bellingham, Washington; Lee McCuddy's Columbia Marina, Portland, and Englund Marine Supply Co., Astoria and Newport, Oregon.

processed Nylock nylon twine, states, "Not a week goes by that we don't plead for a larger allocation. Last Spring we were promised it and then Korea and the defense program came along and put us back just where we were. We could process fifteen times as much nylon as we are getting."

Mr. Shea, personally, has been engaged in fish netting for forty-one years and in May, 1948, took over the John S. Brooks firm in East Haddam, Conn., the cradle of gill net manufacturing in the United

States. "Nylock nylon netting is the greatest thing we have seen in netting within my memory," he states. "All who have used it come back for more."

"If, as in World War II, men and ships are withdrawn from fishing to serve for defense, nylon fishnets should get top priority. With its greater fish catching ability, its lighter weight and ease of maintenance, it should go a long way in maintaining fish production. It is not too soon to start planning on this and building a backlog of this superior netting."

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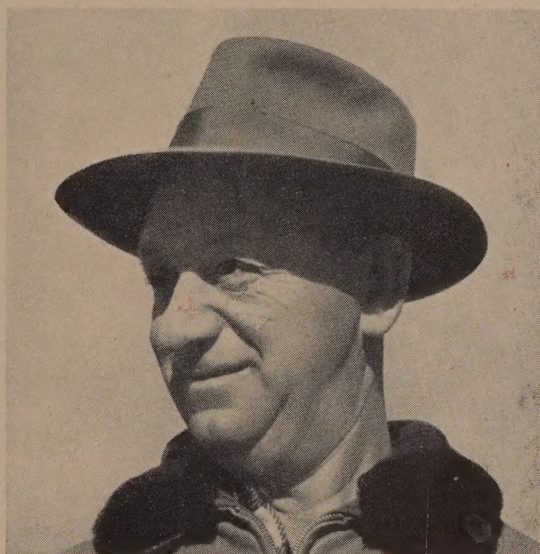
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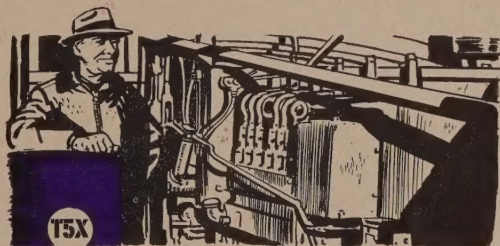
Ben Disanto, skipper in the San Francisco fishing fleet, knows that long hours of continual service place severe demands on lubricating oil. Disanto is skipper of the *A. J. LA ROCCA*, a 42-foot fishing boat powered by a 65 h.p. Caterpillar Diesel engine. This successful fisherman says: "As skipper of the boat, the choice of lubricating oil is up to me. After trying several different brands of oil during the years, I discovered that Union's T5X gives the engine the best service."



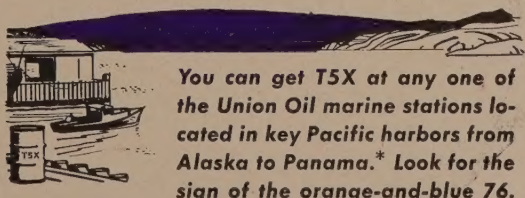
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